

COMPREHENSIVE ANNUAL FINANCIAL REPORT



Fiscal Year Ended December 31, 2014
Prepared by the Department of
Finance & Performance Management

**REGIONAL TRANSPORTATION AUTHORITY
NORTHEASTERN ILLINOIS**



**COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED DECEMBER 31, 2014**

Prepared by:

Department of Finance and Performance Management

**Bea Reyna-Hickey
Chief Financial Officer and
Senior Deputy Executive Director**

and

Controller Division

**REGIONAL TRANSPORTATION AUTHORITY
2014 COMPREHENSIVE ANNUAL FINANCIAL REPORT**

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**Regional
Transportation
Authority**

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June 25, 2015

To the Board of Directors
Regional Transportation Authority
Chicago, Illinois

I have the pleasure to submit to you the Comprehensive Annual Financial Report (“CAFR”) of the Regional Transportation Authority (“RTA”) for the year ended December 31, 2014. The RTA staff has prepared this report as required by, and in accordance with, the RTA Act. This state law requires that the RTA publish financial statements presented in conformity with generally accepted accounting principles and audited by an independent certified public accountant.

This report consists of RTA management’s representations concerning its finances. The responsibility for the accuracy, completeness, and fairness of the data rests with management. To the best of our knowledge and belief, this report contains data complete and reliable in all material respects. To provide a reasonable basis for making these representations, management of the RTA has established an internal control structure designed to provide reasonable assurance that assets are safeguarded from loss, theft, or misuse, and that adequate and reliable accounting data is compiled to prepare financial statements in conformity with accounting principles generally accepted in the United States of America. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits of that control, and that the valuation of costs and benefits requires estimates and judgments by management.

In addition to the statutory requirement of the RTA Act for an annual audit by independent certified public accountants, the Single Audit Act Amendments of 1996 and the U.S. Office of Management and Budget Circular A-133, Audits of State and Local Governments, and Non-Profit Organizations, require the RTA to undergo an annual Single Audit. The RTA has engaged the firm of McGladrey LLP to meet these requirements. The firm followed auditing standards generally accepted in the United States of America and the standards set forth in the above circular in conducting the engagement. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the RTA’s financial statements for the year ended December 31, 2014, are presented in conformity with accounting principles generally accepted in the United States of America. The independent auditor’s report is presented as the first part of the financial section of this report.

A separately issued Single Audit report contains a schedule of expenditures of federal awards, the independent auditor’s report on internal controls and compliance with applicable laws, regulations, contracts and grants, a schedule of findings and questioned costs, and other information related to the Single Audit.

Accounting principles generally accepted in the United States of America require that management provide a discussion and analysis to accompany the financial statements. This letter of transmittal complements management’s discussion and analysis, and should be read in conjunction with it. The RTA management’s discussion and analysis (“MD&A”) can be found immediately following the report of the independent auditors.



OVERVIEW OF THE REGIONAL TRANSPORTATION AUTHORITY

Illinois State law (the RTA Act, as amended) created the RTA as a fiscal and policy oversight agency committed to providing an efficient and effective public transportation system for Northeastern Illinois.

“It is the purpose of [the RTA] Act to provide for, aid and assist public transportation in the northeastern area of the State without impairing the overall quality of existing public transportation by providing for the creation of a single authority responsive to the people and elected officials of the area and with the power and the competence to provide financial review of the providers of public transportation in the metropolitan region and facilitate public transportation provided by Service Boards which is attractive and economical to users, comprehensive, coordinated among its various elements, economical, safe, efficient and coordinated with area and State plans.”

History

In 1974, upon approval of a referendum in the six counties of metropolitan Chicago (Cook, DuPage, Kane, Lake, McHenry, and Will), the Act created the RTA as a unit of local government, body politic, political subdivision, and municipal corporation. Initially, the RTA provided financial assistance to the then existing public transportation operators. Subsequently, the role of the RTA expanded to include the acquisition and operation of such public transportation providers, as well as contract with operators to provide service through the purchase of service agreements.

In 1983, the Illinois General Assembly reorganized the structure and funding of the RTA. The Act placed operating responsibilities with the Chicago Transit Authority (“CTA”) and two operating divisions of the RTA: the Commuter Rail Division (“Metra”) and the Suburban Bus Division (“Pace”). These three entities are defined in the Act as the “Service Boards.”

The CTA provides bus and rail transportation services within Chicago and 38 adjacent suburbs. Illinois State law (the Metropolitan Transportation Authority Act) created the CTA in 1945. The law established the CTA as an Illinois municipal corporation “separate and apart from all other government agencies” to consolidate Chicago’s public and private transportation carriers. The CTA commenced operations in 1947 and completed the consolidation of public transportation in 1952 upon purchasing the Chicago Motor Coach System.

The Northeast Illinois Regional Commuter Railroad Corporation (“NIRCRC”), a public corporation created in 1980 and operating under the service name of Metra following the 1983 reorganization, provides public transportation by commuter rail. The 1983 RTA restructuring formed a Commuter Rail Division, “responsible for providing public transportation by commuter rail.” The Commuter Rail Division continued the operation of NIRCRC to provide this transportation. Metra contracts with the Union Pacific Railroad, Burlington Northern Santa Fe, and Northern Indiana Commuter Transportation District to provide service through the purchase of service agreements. In addition, Metra operates the services provided on its North Central Service Heritage Corridor and South West Service rail lines, as well as the services formerly provided by the Rock Island, Milwaukee Road, and Illinois Central Gulf.

The 1983 RTA restructuring also formed a Suburban Bus Division “responsible for providing public transportation by bus and as may be provided in [the RTA] Act.” As such, the Division - operating under the service name Pace - provides non-rail public transportation throughout DuPage, Kane, Lake, McHenry, and Will counties, as well as the suburban area of Cook County.

Collectively, we refer to the RTA, the CTA, Metra, and Pace as the “RTA System.”

Mission

The Act sets forth the responsibilities of the RTA. These responsibilities encompass planning, funding, and oversight duties. The Board of Directors has developed the following goals to carry out the RTA legislative mandates:

Plan—Ensure an integrated regional public transportation system through comprehensive planning and coordination with the service providers.

Fund—Develop and allocate resources among the Service Boards to ensure they provide quality and cost-effective service.

Oversee—Monitor and evaluate Service Boards' performance to ensure that service is provided efficiently and effectively.

The Act requires, as one of the primary responsibilities of the RTA, the adoption of an annual budget, two-year financial plan, and a five-year capital program. This obligation incorporates planning, funding, and oversight duties. The Act enumerates a number of requirements with respect to the budget, plan, and program. These include a requirement that the budget and plan reflect operating revenues of at least 50% of operating costs (a farebox recovery ratio of at least 50%). In addition, the budget and plan must show a balance between revenues, including subsidies, and costs (a balanced budget).

Other responsibilities include establishing policies regarding the allocation of public transportation funding in the Chicago metropolitan region, developing system-wide plans and service standards, coordinating services among different modes of transportation, and ensuring compliance with Federal and State mandates.

Budget

The Act establishes budgetary controls. The Act requires, as one of the primary responsibilities of the RTA, the adoption of an annual budget, two-year financial plan, and a five-year capital program.

“Each year the Authority shall prepare and publish a comprehensive annual budget and program document describing the state of the Authority and presenting for the forthcoming fiscal year the Authority’s plans for such operations and capital expenditures as the Authority intends to undertake and the means by which it intends to finance them.”

The Act establishes certain criteria for the budget, including subsequent monitoring for compliance. Further, the five-year capital program must specify each capital improvement undertaken by or on behalf of the Service Boards. The budget calendar, as adopted by the RTA Business Plan Call, and statutory requirements govern the budget development process leading up to adoption of the budget. Subsequent activities involve oversight and amendment of the budget.

Budget Calendar

Based upon the estimate of tax receipts and revenues from other sources, “the Board shall, not later than September 15 prior to the beginning of the Authority’s next fiscal year” advise each Service Board of the amounts estimated to be available during the upcoming fiscal year and the next two following years, the times when the amounts will be available, and the cost recovery ratio for the next year. The recovery ratio for the region must meet a minimum standard of 50%.

Between September 15 and November 15, each Service Board must prepare and publish a comprehensive annual budget, program document, and a financial plan for the two following years. “The proposed budget and financial plan shall be based on the RTA’s estimate of funds that will be available to the Service Boards by or through the Authority, and shall conform in all respects to the requirements established by the Authority.” Before submitting its budget to the RTA, each Service Board must hold at least one public hearing in each of the counties in which it provides service, and at least one meeting with each respective county board. After considering the comments from these meetings, it must formally adopt the budget prior to submitting it to the RTA. “Not later than... November 15 prior to the commencement of such fiscal year, each Service Board shall submit to the Authority its proposed budget for the fiscal year and its proposed financial plan for the two following years.”

The RTA must also hold at least one public hearing in the metropolitan region and one meeting with each county board on its own proposed budget. After conducting these hearings and taking into consideration the comments, the RTA must adopt its budget and the budgets submitted by the Service Boards, each of which meets the statutory criteria summarized below. Unless the RTA passes a budget and financial plan for a Service Board, “the Board shall not release to that Service Board any funds for the periods covered by such budget and financial plan,” except for the sales tax directly allocated to the Service Board by statute.

Statutory Requirements

The RTA Act sets forth seven statutory criteria for Board approval of the budget and financial plan of each Service Board. These seven criteria are:

- *Balanced Budget:* A balance between anticipated revenues from all sources, including operating subsidies and the costs of providing the services and of funding any operating deficits or encumbrances incurred in prior periods, including provision for payment when due of principal and interest on outstanding indebtedness;
- *Cash Flow:* Cash balances, including the proceeds of any anticipated cash flow borrowing, sufficient to pay with reasonable promptness all costs and expenditures as incurred;
- *Recovery Ratio:* A level of fares or charges, and operating or administrative costs, to allow the Service Board to meet its required recovery ratio;
- *Assumptions:* Employ assumptions and projections which are reasonable and prudent;
- *Financial Practices:* Prepared in accordance with sound financial practices as determined by the Board;
- *Strategic Plan:* Maintain consistency with the goals and objectives adopted by the RTA in the Strategic Plan; and
- *Other Requirements:* Other financial, budgetary, or fiscal requirements that the Board may establish by rule or regulation.

Oversight

After adoption of the budgets, the RTA has continuing oversight powers concerning the budget and the financial condition of each Service Board and the region as a whole. On a monthly basis, the RTA monitors the budgetary and operations performance of the Service Boards to ensure compliance with their budget and recovery ratios. On a quarterly basis, the RTA makes the following assessments:

- After the end of each fiscal quarter, each Service Board must report to the RTA “its financial condition and results of operations and the financial condition and results of operations of the public transportation services subject to its jurisdiction” for such quarter. If in compliance, the Board so states and approves each Service Board’s compliance by adopted resolution.
- If in the judgment of the Board these results are not substantially in accordance with the Service Board’s budget for such period as adopted by the RTA, the Board shall so advise the Service Board and the Service Board “shall, within the period specified by the Board, submit a revised budget incorporating such results.”
- Once a Service Board submits a revised budget, the RTA must determine if it meets the seven statutory budget criteria necessary to pass an annual budget. If not, the RTA must withhold from the Service Board (i) 25% of the cash proceeds of taxes imposed by the RTA and (ii) 25% of any state matching funds that are allocated to each Service Board.
- If a Service Board then submits a revised budget and plan which shows that the statutory budget criteria will be met within a four quarter period, the RTA “shall release any such withheld funds to the Service Board.”

Amendment

When prudent, the RTA Board may revise estimates of amounts of funds available to the Service Boards during a fiscal year due to shifts in the economic climate, governmental funding programs, or new projects. Upon receiving notice of such a revision, the Service Boards must submit amended budgets to the RTA Board within 30 days. The RTA Board must approve all proposed amendments. If approved, the RTA then monitors actual results compared to the amended budget.

Reporting Entity

As defined by Governmental Accounting Standards Board (“GASB”) Statement No. 61, *The Financial Reporting Entity*, the financial reporting entity consists of the primary government (the RTA, as legally defined), as well as its component units—legally separate entities for which the primary government has financial accountability.

Although part of the RTA System, the CTA, Metra, and Pace do not represent component units of the RTA under GASB Statement No. 14. Accordingly, the Comprehensive Annual Financial Report of the Regional Transportation Authority does not include the financial statements of the Service Boards. However, a Combining Annual Financial Report does combine the financial statements of the RTA, the CTA, Metra, and Pace as required by the RTA Act.

RTA System Characteristics

The six-county area served by the RTA system covers 3,700 square miles. According to the Census Bureau, the population of the region was 8.4 million in 2014. The U.S. Department of Commerce-Bureau of Economic Analysis reported regional employment of 5 million during the same year. The RTA system carried 636.5 million riders in 2014, a decrease of 2.3% from the prior year.

Governance

The RTA Act specifies the composition of the RTA Board of Directors. The RTA Board consists of fifteen appointed members and a Chairman. The Mayor of the City of Chicago appoints five directors. The suburban members of the Cook County Board appoint four directors and one director is appointed by the President of the Cook County Board. The chairman or executive of the County Boards of DuPage, Kane, Lake, McHenry and Will counties, each appoint a director. These fifteen directors, with a minimum concurrence of eleven directors, elect the Chairman of the RTA Board of Directors from outside their numbers.

The RTA employs a professional staff of approximately one hundred and ten employees. The RTA Act limits the amount of administrative costs that the RTA may incur annually. The limit was set at \$5 million for 1985 and increases at a rate of 5% per year. The RTA has always held its administrative expenses under the prescribed limit.

The Chicago Transit Board, consisting of seven members, governs the CTA. Its members are appointed pursuant to the Metropolitan Transit Authority Act. The Governor of Illinois appoints three members, subject to the approval of the Illinois Senate and the Mayor of the City of Chicago. The Mayor of the City of Chicago, with the consent of the Chicago City Council and the Governor of Illinois, appoints four members, including the CTA Chairman.

The RTA Act specifies the composition of the Metra (Commuter Rail Division) and Pace (Suburban Bus Division) Boards. The Commuter Rail Board, consisting of eleven members, governs Metra. The suburban members of the Cook County Board appoint four members. The Chairman or executive of the County Boards of Cook, DuPage, Kane, Lake, McHenry and Will counties each appoint one director. The Mayor of the City of Chicago, with the consent of the Chicago City Council, appoints one member. These eleven directors, with a minimum concurrence of eight directors, elect the Chairman of the Commuter Rail Board from among their members.

The Suburban Bus Board, consisting of thirteen members, governs Pace. The suburban members of the Cook County Board appoint six members. The Chairman or executive of the County Boards of DuPage, Kane, Lake, McHenry, and Will counties each appoint one director. The RTA Act requires that each of these directors must be a current or former "chief executive officer of a municipality" from the area that appoints the member. One director is the Commissioner of the Mayor's Office for People with Disabilities for the City of Chicago. The Chairman or executive of each of the County Boards of DuPage, Kane, Lake, McHenry, and Will, plus the suburban members of the Cook County Board, by simple majority, appoint the Chairman of the Suburban Bus Board from outside their numbers.

Financing

The RTA Act specifies the funding responsibilities of the RTA, appointing the RTA as the primary public body in the metropolitan region to secure funds for public transportation.

Sections 4.03 and 4.03.1 of the Regional Transportation Act, 70 ILCS 3615, authorize the RTA to impose a series of taxes within the six-county metropolitan region by a vote of twelve of its directors: a sales tax, a car rental tax, a motor fuel tax, an off-street parking tax, and a replacement vehicle tax.

Sales Taxes

The Act authorizes the RTA to impose a retailers' occupation tax "ROT," a service occupation tax "SOT," and a use tax "UT." The RTA imposed this tax at the maximum permissible rate in 1979. The 2008 legislation increased the sales tax by .25% in Cook County and .50% in the collar counties. The individual collar counties keep .25% of the increase. All of the RTA sales taxes are collected by the Illinois Department of Revenue under procedures that are largely identical to the corresponding state sales taxes.

The ROT is imposed on the gross receipts from the sale of tangible personal property at a rate of 1% in Cook County and .75% in the collar counties. The RTA tax base is identical to the State retailers' occupation tax "State ROT" base, except that unlike the State ROT, the RTA ROT also applies to the sale of food and drugs. Consequently, when the state base is expanded or contracted by taxing or exempting the sale of tangible personal property, e.g., the sale of computer software or rolling stock, the RTA tax base likewise expands or contracts. However, when the legislature exempted the sale of food and drugs from the state tax, the exemption was not extended to the RTA. Unlike the tax on tangible personal property, the RTA tax on food and drugs is imposed at a rate of 1.25% in Cook, but remains .75% in the collar counties.

The SOT is imposed on the gross receipts from the sale of tangible personal property as an incident to the sale of a service. The tax rate and tax base are identical to the ROT.

The UT is imposed on persons living in the six county area for the privilege of using a vehicle purchased outside the six county area that must be registered with the State. Unlike the state use tax, the RTA UT is limited to registered property, largely automobiles. The tax is imposed on the selling price of the property at the same rates as the ROT.

Car Rental Tax

Section 4.03.1 of the Act authorizes the RTA to impose an automobile rental occupation and use tax. This occupation tax, paralleling the state and local car rental taxes, may be imposed at a rate of 1% in Cook County and 0.25% in the collar counties of the gross receipts from car rentals. The use tax may be imposed at the same rates on the privilege of using in the region a car rented outside, but titled in, Illinois. Any car leasing tax would be collected by the Illinois Department of Revenue.

This taxing power was added to the RTA Act in 1982, when the legislature imposed a state-wide car rental tax and authorized cities, counties, and certain special districts that had the power to impose sales taxes to tax the car rental occupation. This taxing power has never been exercised by the RTA.

Motor Fuel Tax

The Act authorized the RTA to impose a tax on retail sales and use of motor fuel at a rate of 5% of gross receipts. Section 4.03 (p) of the Act prohibits the RTA from imposing the motor fuel tax if it has imposed the broader sales taxes described above.

Off-Street Parking Tax

The Act authorizes the RTA to impose a tax on the privilege of parking a motor vehicle in a public or private fee-charging lot in the six-county area. The RTA has never imposed this tax as it is prohibited by statute to be enacted simultaneously with the RTA sales tax.

Replacement Vehicle Tax

The Act authorizes the RTA to impose a \$50 tax on any passenger car purchased within the metropolitan area by an insurance company in settlement of a total loss claim of its insured. Any such tax would be collected by the State. This taxing power has never been exercised by the RTA.

As indicated above, the RTA imposes a sales tax in the six-county Northeastern Illinois region. The Illinois Department of Revenue collects this tax and remits the collections to the Illinois State Treasurer. The Treasurer holds the funds in trust for the RTA outside the State Treasury. As dictated by statute, the Treasurer disburses the funds monthly to the RTA, upon order of the State Comptroller.

The amounts of funding and taxes received, together with revenues from the provision of transit services by the Service Boards and other operating revenues, provide the resources to cover operating costs of the RTA System.

FACTORS AFFECTING ECONOMIC CONDITION

Financing

The RTA's primary source of operating funding is a regional (occupation and use) sales tax and a sales tax match from the State of Illinois. Illinois Public Act 95-0708 increased the RTA sales tax rate throughout the region (from the equivalent of 1.0% in Cook County and 0.25% in the remainder of the region to the equivalent of 1.25% in Cook County and 0.5% in the remainder of the region) beginning on April 1, 2008, increased the real estate transfer tax in the City of Chicago to fund the CTA, and raised from 25% to 30% the portion of RTA tax revenues matched by the State Public Transportation Fund (PTF). In 2014, actual RTA sales tax receipts of \$1.124 billion increased 4.9% from prior year and exceeded budget by 2.2%.

The RTA's 2015 operating budget approved by the Board of Directors on December 17, 2014 assumes sales tax revenues of \$1.143 billion, an increase of 4.0% over the 2014 budget and 1.7% over 2014 actual receipts. In addition to the 30% sales tax and real estate transfer tax match from the PTF, the 2015 budget anticipates these funds from the State of Illinois: \$130.2 million to reimburse the debt service expenses for the RTA's Strategic Capital Improvement Program (SCIP) bonds and \$34.1 million as partial reimbursement to the Service Boards for mandated reduced fare and free ride programs for student, elderly, and disabled riders.

Regional and Illinois Economy

The Chicago region comprises one of the most diversified economies in the United States. The region is home to more than 400 major corporate headquarters, including thirty-one Fortune 500 companies. A global leader in options, futures, and derivatives trading, the Chicago area economy's strengths include business and financial services, manufacturing, information technology, health services, and transportation and distribution. Chicago is not only a leader in sustainable business but also ranks as one of the most sustainable cities in the country. The unemployment rate in the Chicago region increased from 4.7% in 2006 to 10.5% in 2010 before declining to 9.8% in 2011 and 8.9% in 2012. Unemployment in the region increased slightly to 9.2% in 2013 before falling to 7.1% in 2014, consistent with unemployment trends across Illinois since 2006. Unemployment in the Chicago region has hovered around 6.1% in the first quarter of 2015.

The March 2015 Monthly Revenue Briefing issued by the State Commission on Government Forecasting and Accountability noted that during the first nine months of the State's 2015 fiscal year, sales tax receipts of \$6.0 billion increased \$302 million or 5.3% compared to the same period of the previous fiscal year.

National Economy

Annual growth of real gross domestic product (GDP), the output of goods and services produced in the United States, declined from 5.8% in 2006 to -2.8% in 2009. GDP growth then accelerated, growing by nearly 4% in 2010, 2011, and 2012. Growth continued in 2013 and 2014, as GDP increased by 3.4% and 2.1%, respectively. The Congressional Budget Office (CBO) predicts annual real GDP growth of 2.9% in 2015 and 2016.

The consumer price index (CPI), a measure of the pace of inflation, declined 0.4% in 2009, at the height of the financial crisis. CPI bounced back in 2010, increasing by 1.6%, and then by 3.2% and 2.1% in 2011 and 2012, respectively. CPI then stabilized, growing by 1.5% in 2013 and by 0.8% in 2014. CPI growth is projected at 1.4% in 2015, according to the CBO.

The national unemployment rate rose from 4.6% in 2006 to 9.9% in 2009, the highest average annual rate since 1983. As the economy recovered, national unemployment declined each year, reaching 6.1% in 2014. The CBO forecasts the national unemployment rate to further improve to 5.5% in 2015.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada ("GFOA") awarded a Certificate of Achievement for Excellence in Financial Reporting to the RTA for its Comprehensive Annual Financial Report ("CAFR") for the year ended December 31, 2013. This was the twentieth consecutive year that the RTA has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

In addition, the RTA received the GFOA Award for Distinguished Budget Presentation for its annual budget for the year ending December 31, 2014. This marks the eighteenth consecutive year that the RTA has achieved this accomplishment. The Distinguished Budget Presentation Award requires that the GFOA judge the budget document as proficient in several categories, including policy documentation, financial planning, and organization.

I would like to express my appreciation to the RTA staff for their efforts in preparing this report.



Bea Reyna-Hickey
Chief Financial Officer and
Senior Deputy Executive Director,
Finance and Performance Management



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

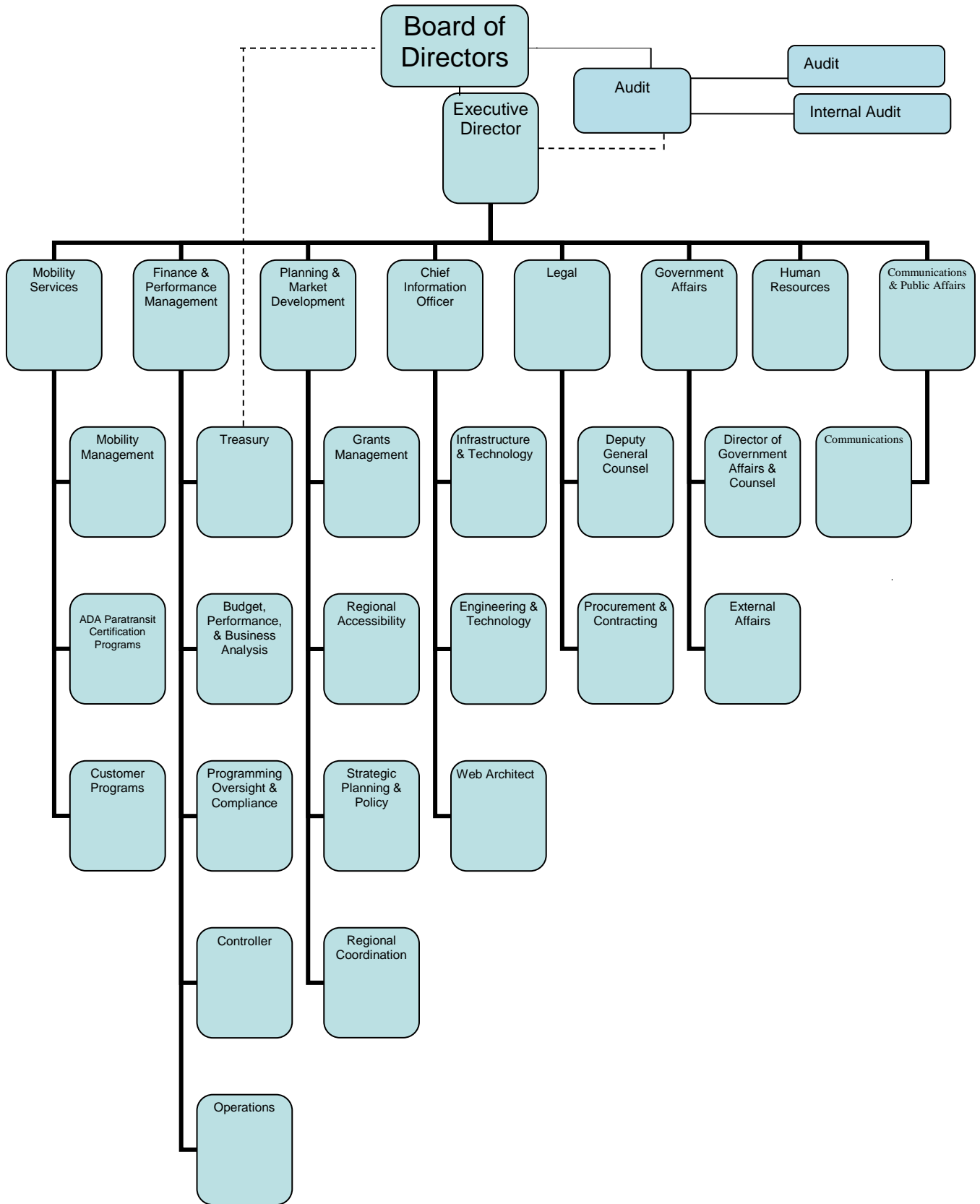
**Regional Transportation Authority
Illinois**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2013

Executive Director/CEO

**REGIONAL TRANSPORTATION AUTHORITY
ORGANIZATION CHART
December 31, 2014**



REGIONAL TRANSPORTATION AUTHORITY

LIST OF PRINCIPAL OFFICIALS DECEMBER 31, 2014

Board of Directors

Chairman	Kirk W. Dillard
Directors	Anthony Anderson James Buchanan William R. Coulson Donald DeWitte Patrick J. Durante John V. Frega Phil Fuentes Blake Hobson Michael Lewis Dwight A. Magalis Christopher Melvin Sarah Pang J.D. Ross Donald L. Totten Douglas M. Troiani

Administration

Executive Director	Leanne P. Redden
Senior Deputy Executive Director Finance and Performance Management, CFO	Bea Reyna-Hickey
Acting Department Head, Planning and Market development	Mark E. Pitstick
General Counsel	Nadine Lacombe
Director, Government Affairs and Counsel	Jeremy LaMarche
Deputy Executive Director Information Technology, CIO	Arnold Crater

INDEPENDENT AUDITOR'S REPORT



Independent Auditor's Report

Board of Directors
Regional Transportation Authority
Chicago, Illinois

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Regional Transportation Authority (RTA), as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise RTA's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of RTA, as of December 31, 2014, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis (pages 16-23), budgetary comparison information and pension related information (pages 71-76) be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise RTA's basic financial statements. The introductory section, combining and individual fund schedules, and the statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying combining and individual fund schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

McGladrey LLP

Chicago, Illinois
June 25, 2015

REGIONAL TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following Management's Discussion and Analysis ("MD&A") provides an overview of the financial activity affecting the operation of the Regional Transportation Authority ("RTA") for the fiscal year ended December 31, 2014. Please read it in conjunction with the RTA's basic financial statements which follow this section.

Financial Highlights

- For the year ended December 31, 2014, the RTA statement of activities for the governmental activities shows expenses decreasing \$249 million to \$687 million from \$936 million for the same period in 2013. This decrease is due to an increase in financial assistance to the CTA, Metra, and Pace ("Service Boards") by \$4 million and a decrease in capital grants by \$167 million. Interest expense was lower by \$6 million and the Regional and Technology Program expenses were higher by \$3 million, respectively. Also, the PTF and the State Assistance Revenues decreased by \$223 million from 2013.
- The government-wide statement of net position shows assets of \$946 million for the governmental activities, a net decrease of \$13 million. This is mainly due to a decrease in cash and investments of \$20 million offset by an increase in other assets of \$4 million. The decrease in cash and investment were due to the timing of receipts. In the government-wide statement of net position, bond-related liabilities decreased by \$69 million, which reflects the decrease in general-obligation bonds payable in 2014.
- At the end of 2014, the government-wide statement of net position shows a deficit of \$1.7 billion for governmental activities. In contrast, the governmental funds balance sheet presented a total fund balance of \$631 million. There is a \$2.3 billion difference between the fund balance and the net deficit. GASB Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*, requires RTA's general obligation bonds to be presented in the government-wide statement of net position. The RTA has the obligation to pay the bonds it has issued to fund the Service Boards' capital expenditures. These expenditures and the related assets appear in the Service Boards' financial statements. The sales taxes imposed by the RTA in the region represent the primary source of payment for the bond obligations.

USING THIS COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR)

Overview of the CAFR—The RTA CAFR consists of three parts:

1. **Introductory Section**—This section includes the letter of transmittal, the GFOA Certificate of Achievement, the organizational chart, and the list of principal officials.
2. **Financial Section**—This section is comprised of the independent auditor's report, the management's discussion and analysis, the basic financial statements, and the required supplementary information and combining and individual fund schedules.
3. **Statistical Section (Unaudited)**—This section provides additional analysis and is not a required part of the basic financial statements of the RTA.

The basic financial statements contain three parts: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to financial statements. A discussion of the basic financial statements is included in this CAFR as follows:

Government-wide Financial Statements—The government-wide financial statements provide a broad overview of the RTA’s finances in a manner similar to those of a private-sector business. The statements are prepared following the full accrual basis of accounting.

- **Statement of Net Position**—The statement of net position presents information on all of the RTA’s assets, deferred outflows of resources, liabilities and deferred inflows of resources. The statement subtracts liabilities and deferred inflows from assets and deferred outflows to compute—in the case of the RTA—a net deficit. This net deficit reflects the recording of bonds issued by the RTA for capital grants to the Service Boards to acquire and construct assets used to provide public transportation. These assets appear in the financial statements of the Service Boards. The bonds represent general obligations of the RTA to which the RTA has pledged its full faith and credit.

The size of the net deficit will increase as the RTA continues to issue bonds to fund the RTA System’s capital program.

- **Statement of Activities**—The statement of activities shows the change in net position of the governmental and business-type activities. Governmental activities include operating and capital asset funding (capital grants) to the Service Boards, RTA administrative expenses, the RTA Travel Information Center, certification of riders for paratransit service under the Americans with Disabilities Act (regional expenses), and interest expense on bonds issued by the RTA. Business-type activities consist of the RTA Joint Self-Insurance Fund.

The government-wide financial statements include only the RTA (the “primary government”). There are no “component units” (separate legal entities for which the RTA is financially accountable) that the RTA government-wide financial statements are required to include.

The RTA does not consider the CTA, Metra, or Pace to be component units, therefore, the RTA government-wide financial statements do not incorporate the financial data of the Service Boards. (See Letter of Transmittal and Note 1 to the financial statements for further details.)

Fund Financial Statements—A fund refers to a set of related self-balancing accounts used to maintain control over resources segregated for specific activities or objectives. The RTA, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The RTA’s funds are accounted for in three fund types: governmental funds, proprietary funds, and fiduciary funds. These financial statements are prepared following the modified accrual basis of accounting.

- **Governmental Funds**—Governmental funds account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as balances of spendable resources available at the end of the year.

Unlike the information presented for governmental funds, information presented for governmental activities in the government-wide financial statements includes the long-term impact of near-term financing decisions. The governmental funds financial statements provide reconciliations to facilitate comparison between governmental funds and government-wide financial statements.

In the fund level basic financial statements, the RTA presents three major governmental funds: a general fund, a debt service fund, and a capital projects fund. The governmental funds financial statements present information for each major fund separately. Individual fund data for each of the RTA governmental funds is presented in this CAFR in the section labeled “Combining and Individual Fund Schedules.”

The RTA adopts an annual appropriated budget for its general fund. The Required Supplementary Information and Combining and Individual Fund Schedules include a budgetary comparison.

- **Proprietary Funds**—The RTA maintains a proprietary fund to account for the RTA Joint Self-Insurance Fund. This type of proprietary fund, referred to as an enterprise fund, reports the same functions presented as business-type activities in the government-wide financial statements. Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. As required by Article II of the Loss Financing Plan, the RTA Joint Self-Insurance Fund issues separate annual audited financial statements.
- **Fiduciary Funds**—Fiduciary funds account for resources held for the benefit of parties outside the government activity. In the case of the RTA, the fiduciary fund accounts for the assets of the RTA defined-benefit Pension Plan and the Sales Tax Agency Fund. The government-wide financial statements do not reflect fiduciary funds as these funds are not available to support the programs and operations of the RTA. The RTA Pension Plan issues annual audited financial statements separately.

ANALYSIS OF THE GOVERNMENT-WIDE FINANCIAL STATEMENTS

The following table summarizes the Statement of Net Position:

SUMMARY OF NET POSITION DECEMBER 31, 2014 AND 2013 (In Thousands)

	Governmental Activities			Business-type Activities			Total		
	2014	2013	Variance	2014	2013	Variance	2014	2013	Variance
Assets:									
Cash and investments	\$ 656,923	\$ 676,807	\$ (19,884)	\$ 24,545	\$ 24,521	\$ 24	\$ 681,468	\$ 701,328	\$ (19,860)
Other assets	235,995	232,110	3,885	3,137	2,595	542	239,132	234,705	4,427
Noncurrent assets	29,241	35,433	(6,192)	-	-	-	29,241	35,433	(6,192)
Capital assets—net	11,524	14,359	(2,835)	-	-	-	11,524	14,359	(2,835)
Total assets	933,683	958,709	(25,026)	27,682	27,116	566	961,365	985,825	(24,460)
Deferred outflow of resources									
Accumulated decrease in fair value of hedging derivatives	22,889	22,027	862	-	-	-	22,889	22,027	862
Liabilities:									
Current non bond-related liabilities	186,358	195,182	(8,824)	-	-	-	186,358	195,182	(8,824)
Current bond related liabilities	135,259	308,392	(173,133)	-	-	-	135,259	308,392	(173,133)
Long-term non-bond-related liabilities	57,550	59,721	(2,171)	-	-	-	57,550	59,721	(2,171)
Long-term bond-related liabilities	2,238,444	2,134,145	104,299	-	-	-	2,238,444	2,134,145	104,299
Total liabilities	2,617,611	2,697,440	(79,829)	-	-	-	2,617,611	2,697,440	(79,829)
Deferred inflow of resources									
Accumulated increase in fair value of hedging derivatives	26,124	32,088	(5,964)	-	-	-	26,124	32,088	(5,964)
Net position (deficit):									
Net investment in capital assets	11,524	14,359	(2,835)	-	-	-	11,524	14,359	(2,835)
Restricted	16,203	16,738	(535)	-	-	-	16,203	16,738	(535)
Unrestricted (deficit)	(1,714,890)	(1,779,889)	64,999	27,682	27,116	566	(1,687,208)	(1,752,773)	65,565
Total net position (deficit)	\$ (1,687,163)	\$ (1,748,792)	\$ 61,629	\$ 27,682	\$ 27,116	\$ 566	\$ (1,659,481)	\$ (1,721,676)	\$ 62,195

As of December 31, 2014, cash and investments for governmental activities decreased by \$20 million over the previous year. The RTA's cash balance decreased from last year due to the increase in bond expenditures. During 2014, the Capital Projects Fund increased by \$45 million, and the Debt Service Fund increased by \$23 million, mainly due to the issuance of 2014A Bond.

As of December 31, 2014, the current bond and non-bond-related liabilities decreased by \$182 million from the previous year due primarily to the payoff of the short-term cash note.

The presentation of financial statements under GASB Statement No. 34 requires the recognition in the statements of net position of \$2.3 billion in current and long-term general obligation bonds payable. The issuance of these bonds was for the specific purpose of funding capital grants to acquire and construct assets used to provide public transportation within the RTA region.

The RTA net deficit at December 31, 2014 will not affect the availability of RTA fund resources for future use. In fact, the RTA maintains its operations funding levels for 2015 as established in September 2014 during the 2015 budget process.

The following table summarizes the RTA Statement of Activities presented in this CAFR:

SUMMARY OF ACTIVITIES
DECEMBER 31, 2014 AND 2013
(In Thousands)

	Governmental Activities			Business-type Activities			Total		
	2014	2013	Variance	2014	2013	Variance	2014	2013	Variance
Expenses:									
Financial assistance to Service Boards	\$ 200,500	\$ 196,116	\$ (4,384)	\$ -	\$ -	\$ -	\$ 200,500	\$ 196,116	\$ (4,384)
Capital grants to Service Boards	306,280	473,771	167,491	-	-	-	306,280	473,771	167,491
Operating grants to Service Boards	27,440	52,974	25,534	-	-	-	27,440	52,974	25,534
Administrative expenses	17,002	19,079	2,077	5,801	5,815	14	22,803	24,894	2,091
Regional and technology program expenses	25,476	22,332	(3,144)	-	-	-	25,476	22,332	(3,144)
CTA loan write-off	-	56,147	56,147	-	-	-	-	-	-
Interest expense	110,168	115,957	5,789	-	-	-	110,168	115,957	5,789
Total expenses	686,866	936,376	249,510	5,801	5,815	14	692,667	942,191	249,524
Revenues:									
Sales taxes	121,879	118,896	2,983	-	-	-	121,879	118,896	2,983
PTF and state assistance	601,034	823,575	(222,541)	-	-	-	601,034	823,575	(222,541)
Operating grant - CTA/PACE	11,440	10,902	538	-	-	-	11,440	10,902	538
Regional expenses	9,997	3,639	6,358	-	-	-	9,997	3,639	6,358
Investment income and other	10,474	22,957	(12,483)	38	86	(48)	10,512	23,043	(12,531)
Total revenues	754,824	979,969	(225,145)	38	86	(48)	754,862	980,055	(225,193)
Excess (deficiency) of revenues over expenses before transfers	67,958	43,593	24,365	(5,763)	(5,729)	(34)	62,195	37,864	24,331
Transfers	(6,329)	(5,000)	(1,329)	6,329	5,000	1,329	-	-	-
Change in net position	61,629	38,593	23,036	566	(729)	1,295	62,195	37,864	24,331
Net position - beginning of year	(1,748,792)	(1,787,385)	38,593	27,116	27,845	(729)	(1,721,676)	(1,759,540)	37,864
Net position - end of year	\$ (1,687,163)	\$ (1,748,792)	\$ 61,629	\$ 27,682	\$ 27,116	\$ 566	\$ (1,659,481)	\$ (1,721,676)	\$ 62,195

In 2014, financial assistance to the Service Boards increased by \$4 million from 2013. The capital grants to the Service Boards decreased by \$167 million from 2013 to \$306 million in 2014, which reflects the activity in capital expenses to the Service Boards during 2014. Furthermore, the amount of bond interest expense decreased by \$6 million from \$116 million to \$110 million in 2014. State assistance decreased by \$225 million, which reflects the decrease in activities for capital expenses to the Service Boards in 2014 and the sales tax increased by \$3 million, a decrease in investment income and other of \$12 million was mainly due to a decrease in swap investments' market value and the market value of investments.

During 2014, \$6.3 million was transferred to the Joint Self-Insurance Fund for excess liability. Insurance premiums representing the only major expense, and investment income represents the only revenue for the Business-type activities (insurance financing).

FINANCIAL ANALYSIS OF THE GOVERNMENT FUNDS

As noted earlier, the RTA employs three fund types: governmental funds, proprietary funds, and fiduciary funds.

Governmental Funds—Governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as the balances of spendable resources available at the end of the year. See the Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balances for further details.

General Fund—Assets in the General Fund primarily represent the amounts for Service Boards' operations and capital projects. Assets decreased by \$79 million from \$581 million in 2013 to \$502 million in 2014, mainly due to timing differences. The RTA's cash balance decreased by \$22 million and intergovernmental receivables increased by \$5 million due to timing of receipts on receivables.

The total fund balance of the General Fund equals \$242 million at December 31, 2014. The General Fund balance decreased by \$71 million primarily due to timing and increase in financial assistance to the Service Boards.

The amount committed for RTA capital projects is for projects focusing on the application of advanced technology on transportation systems to improve the efficiency of such systems. The transit industry views such technology as having the potential for increasing ridership and revenues by making transit systems more attractive to customers.

These applications include the following:

- A regional real-time information system that integrates CTA's BusTracker and TrainTracker, Pace's Web Watch, and Metra's future next train information system. This initiative includes online delivery of the integrated information on desktop and mobile channels, the RTA's Travel Information Center, and the installation of electronic displays at bus stops and train stations that provide real-time "next train" or "next bus" service information. It provides real-time arrival information for CTA buses and trains, Metra trains, and Pace buses. In 2014, the RTA and Metra implemented enhancements that improved the accuracy and reliability of Metra's Rail-Time Tracker.
- Transit Signal Priority (TSP) made significant progress in 2014.
 - The RTA completed Regional Transit Signal Priority (TSP) Standards, which establish the technical standards that will allow CTA and Pace buses to receive extended green time at traffic signals through the region. The standards were vetted by the TSP vendor community through an open Request for Information process.
 - Granted over \$3 million (\$7.2 million if we get the Pace Amendment 1 out) for Design Engineering and Installation to CTA and Pace.
- Continued work on Interagency Signage (Interagency Transit Passenger Information Design-ITPID). This is a program using new signage in high-traffic areas to help transit users navigate multimodal trips.
 - Completed publication of Interagency Signage Standards. Developed by the RTA, CTA, Metra and Pace, these standards are also currently being utilized by CDOT and the Chicago Department of Aviation, and they are being considered for use by City of Joliet and Town of Cicero.
 - Entered the maintenance phase by updating schedule information and cleaning signs at
 - Davis/Evanston
 - Joliet
 - Van Buren
 - 95th and Western
 - Planned continued expansion to 19 additional locations by
 - Inventorying existing signage, using cell phones to directly enter pictures, GPS and existing conditions into RTAMS.
 - Initiated a contract for Graphic Design Support, after Board approval, to begin preliminary design at the expansion locations
- Multi-Modal Trip Planner System ("MMTPS") to provide side by side comparisons of trip itineraries using transit, driving, or any combination of non-motorized modes such as biking and walking. It will give customers a comprehensive decision support tool for choosing travel options that incorporate convenience, efficiency, and cost – from the traveler's perspective. The MMTPS project has been completed. The system has been operating since May 2009 and is available online at www.goroo.com. In 2012, the RTA released the goroo® web app which can be accessed by logging on to www.goroo.com from the browser of any web-enabled smart phone, including devices powered by Apple's iOS, Google's Android, and Microsoft's Windows Phone software. The web app includes the same great features that travelers in the region have been enjoying on the goroo® desktop site. The site was visited by over 5.2 million visitors and provided over 37 million pages of travel information in 2014.

Debt Service Fund—The RTA has established a Debt Service Fund to receive transfers from the General Fund and investment income. Disbursements of principal and interest payments made for each of its outstanding series bonds. As of December 31, 2014, the RTA has twenty-two series of general obligation bonds/notes outstanding. Each respective bond/note agreement sets forth the debt service funding requirements. The 2014 Debt Service Fund balance increased by \$23 million in 2014 to \$211 million.

Capital Projects Fund—The RTA has established a Capital Projects Fund to account for bond proceeds, earnings on the investment of such proceeds, and the expenditure of such monies for capital assets of the Service Boards. During 2014, the Capital Projects Fund increased by \$45 million. The increase in cash and investment for the Capital Projects Fund reflects the earnings from bond proceeds & bond premiums during 2014.

Proprietary Fund—The RTA has established a proprietary fund to account for activities that are similar to those found in the private sector and to account for the financing of goods or services provided by a department or agency to other departments or agencies of the governmental unit, or to other governmental units on a cost-reimbursement basis. The RTA has one proprietary fund which relates to the activities of the Joint Self-Insurance Fund.

GENERAL FUND BUDGETARY HIGHLIGHTS

In 2014, the actual change in revenues over expenditures of \$228 million, including other financing (Debt Service) use, was \$1 million lower than the budget figure of \$227 million.

In the General Fund total revenues were over budget by \$7 million. The variance in the General Fund is due to the state reimbursement and other grant funded revenues.

Total Expenditures in the General Fund, before transfers out is over budget by \$77 thousand. The variance is the direct results of budgeting for the multi-year grant funded Technology program.

SERVICE BOARDS CAPITAL ASSETS AND LONG-TERM DEBT ACTIVITY

The financial statements of the Service Boards reflect the capital assets discussed in this section. The statement of net position for the RTA reflects the RTA bonds issued to provide a portion of the funding for these assets. The details of the RTA bond program are discussed further in Note 9 of this report.

Service Boards Capital Assets—The RTA System provides 636.5 million unlinked passenger trips annually. This has the beneficial impact of reducing road congestion, improving the flow of goods and services, and enhancing air quality. In addition, the RTA System provides essential mobility to those persons unable to utilize other transportation. The System represents an asset with replacement cost estimated at more than \$158.4 billion for the entire region. To continue these public benefits, the RTA strives to maximize the amount of resources devoted to investment in its System for it to remain in good working order. The RTA Five-Year Capital Program report contains the details of this investment. The Five-Year Capital Program report is updated and adopted annually by the RTA Board, as required by the RTA Act.

Sources of funds for capital investment include federal programs, proceeds of RTA bonds, and State of Illinois programs. The level of capital funding from Federal as well as State programs has risen, reflecting the increasing recognition of the importance of public transportation. In recent years, the RTA and the Service Boards have also been able to direct funds to capital projects by successfully constraining operating costs.

RTA Capital Assets—For more detailed information on capital asset activity, please see Note 8 in the notes to the financial statements.

Long-Term Debt Activity—Under the RTA Act, the RTA has authority to issue General Obligation Bonds for the improvement and expansion of the RTA System. This authority resulted from successful RTA efforts to demonstrate to the State legislature the need for capital reinvestment. The authorization identified two types of bonds: Strategic Capital Improvement Program (“SCIP”) bonds and RTA (“Non-SCIP”) bonds.

Prior to January 1, 2000, the RTA had the authority to issue up to \$500 million in SCIP bonds and to have up to \$500 million in Non-SCIP bonds outstanding. Effective January 1, 2000, the RTA Act was amended to increase the RTA authorization by an additional \$1.3 billion of SCIP bonds (limited to \$260 million per year going forward). In 2000 the RTA Act was further amended to increase Non-SCIP bonds outstanding by \$300 million to \$800 million. As of year-end 2014, the RTA has issued \$1.8 billion in SCIP bonds, with total SCIP bonds outstanding of \$1.3 billion. The remaining \$702 million of bonds outstanding are Non-SCIP bonds.

For 2014, the fixed-rate bonds/note, issued by the RTA carried a rating of AA from Standard & Poor's, Aa3 by Moody's Investors Service, Inc. and AA by Fitch, Inc. the one variable-rate bond is rated A-1+ from Standard & Poor's, P-1 by Moody's Investors Service and F1+ by Fitch.

For more detailed information on debt activity, please see Note 9 in the Notes to Financial Statements.

CONTACTING THE FINANCIAL MANAGEMENT OF THE REGIONAL TRANSPORTATION AUTHORITY

This CAFR provides a general overview of the finances of the RTA. Users of the CAFR should address questions concerning the information, or requests for additional financial information, to the Regional Transportation Authority, c/o Senior Deputy Executive Director, Finance and Performance Management/CFO, 175 West Jackson Blvd., Suite 1650, Chicago, Illinois 60604 or visit our website at www.rtachicago.org.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION
DECEMBER 31, 2014
(In Thousands)

	Governmental Activities	Business-type Activities	Total
ASSETS:			
Current portion of:			
Cash and investments:			
Cash and cash equivalents	\$ 104,721	\$ 13,800	\$ 118,521
Restricted—investments	211,473	-	211,473
Unrestricted—investments	340,729	10,745	351,474
Due from fiduciary funds	18	-	18
Intergovernmental receivables	236,157	-	236,157
Prepaid insurance-bonds	224	-	224
Accrued interest on investments	99	10	109
Prepaid expenses and other assets	14	2,610	2,624
Internal balances	(517)	517	-
Total current assets	<u>892,918</u>	<u>27,682</u>	<u>920,600</u>
Non-current portion of:			
Prepaid insurance-bonds	3,118	-	3,118
Derivative instrument - asset	26,123	-	26,123
Capital assets—net of accumulated depreciation	1,967	-	1,967
Capital assets—non-depreciable	9,557	-	9,557
Total non-current assets	<u>40,765</u>	<u>-</u>	<u>40,765</u>
Total assets	<u>933,683</u>	<u>27,682</u>	<u>961,365</u>
DEFERRED OUTFLOWS OF RESOURCES			
Accumulated decrease in fair value of hedging derivatives	<u>22,889</u>	<u>-</u>	<u>22,889</u>
LIABILITIES:			
Current portion of:			
General obligation bonds payable plus unamortized bond premium of \$6,681	101,936	-	101,936
Unearned revenue	9,236	-	9,236
Intergovernmental payables	158,575	-	158,575
Advances from the State	12,980	-	12,980
Accrued interest payable	33,323	-	33,323
Accrued other expenses	5,567	-	5,567
Total current liabilities	<u>321,617</u>	<u>-</u>	<u>321,617</u>
Noncurrent portion of:			
Unearned revenue	32,390	-	32,390
Derivative instrument-liability	25,160	-	25,160
General obligation bonds payable plus unamortized bond premium of \$99,344	2,238,444	-	2,238,444
Total non-current liabilities	<u>2,295,994</u>	<u>-</u>	<u>2,295,994</u>
Total liabilities	<u>2,617,611</u>	<u>-</u>	<u>2,617,611</u>
DEFERRED INFLOWS OF RESOURCES			
Accumulated increase in fair value of hedging derivatives	<u>26,124</u>	<u>-</u>	<u>26,124</u>
NET POSITION (DEFICIT):			
Net investment in capital assets	11,524	-	11,524
Restricted			
SWAP (2% notional)	16,203	-	16,203
Unrestricted (deficit)	<u>(1,714,890)</u>	<u>27,682</u>	<u>(1,687,208)</u>
TOTAL NET POSITION (DEFICIT)	<u>\$ (1,687,163)</u>	<u>\$ 27,682</u>	<u>\$ (1,659,481)</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

STATEMENT OF ACTIVITIES
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)

	Expenses	Program Operating Grants/ Revenues	Net Expense (Revenue) and Changes in Net Position		Total
			Governmental Activities	Business-type Activities	
FUNCTIONS/PROGRAMS:					
Governmental activities:					
Financial assistance to Service Boards	\$ 200,500	\$ -	\$ 200,500	\$ -	\$ 200,500
Capital grants to Service Boards					
Discretionary	254	-	254	-	254
Bonds	306,026	-	306,026	-	306,026
Operating grants to Service Boards					
CTA/PACE	27,440	11,440	16,000	-	16,000
Administrative expenses	17,002	-	17,002	-	17,002
Regional expenses	23,284	3,352	19,932	-	19,932
Technology program expenses	2,192	-	2,192	-	2,192
Interest expense	110,168	-	110,168	-	110,168
Total governmental activities	686,866	14,792	672,074	-	672,074
Business-type activities:					
Insurance financing	5,801	-	-	5,801	5,801
TOTAL PRIMARY GOVERNMENT	\$ 692,667	\$ 14,792	672,074	5,801	677,875
GENERAL REVENUES:					
General revenues:					
Sales taxes			121,798	-	121,798
Interest on sales taxes			81	-	81
State assistance (PTF)			470,815	-	470,815
State assistance (ASA/AFA)			130,219	-	130,219
Investment income			10,474	38	10,512
Other revenues			6,645	-	6,645
Total general revenues			740,032	38	740,070
Transfers			(6,329)	6,329	-
CHANGES IN NET POSITION (DEFICIT)			61,629	566	62,195
NET POSITION (DEFICIT):					
Beginning of year			(1,748,792)	27,116	(1,721,676)
End of year			\$ (1,687,163)	\$ 27,682	\$ (1,659,481)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**BALANCE SHEET
GOVERNMENTAL FUNDS
DECEMBER 31, 2014
(In Thousands)**

	General Fund	Debt Service Fund	Capital Projects Fund	Total Governmental Funds
ASSETS:				
Cash and cash equivalents	\$ 104,721	\$ -	\$ -	\$ 104,721
Investments:				
Restricted investments	-	211,473	-	211,473
Unrestricted—investments	161,008	-	179,721	340,729
Due from other funds	31	2	-	33
Intergovernmental receivables	236,157	-	-	236,157
Accrued interest on investments	73	23	-	96
Other receivable	14	-	-	14
TOTAL ASSETS	\$ 502,004	\$ 211,498	\$ 179,721	\$ 893,223
LIABILITIES:				
Vouchers payable	\$ 30	\$ -	\$ -	\$ 30
Due to other funds	530	-	2	532
Intergovernmental payables	156,139	-	2,436	158,575
Advances from State	12,980	-	-	12,980
Accrued items	12,436	-	-	12,436
Unearned revenue	34,389	-	-	34,389
Total liabilities	216,504	-	2,438	218,942
DEFERRED INFLOWS OF RESOURCES				
Unavailable revenue - ASA/AFA	43,324	-	-	43,324
FUND BALANCES:				
Restricted:				
SWAP (2% Notional)	16,203	-	-	16,203
Debt service	-	211,498	-	211,498
Committed:				
CTAP capital	7,810	-	-	7,810
RTA non-cap tech	7,372	-	-	7,372
Debt service deposit agreement (DSDA)	12,598	-	-	12,598
Grant Incentive Program	350	-	-	350
Service Board capital (discretionary)	31,330	-	-	31,330
ICE reserve	44,747	-	-	44,747
RTA capital projects	5,647	-	-	5,647
Bond capital projects for Service Boards	-	-	177,283	177,283
SWAP capital (SB) expense	92,244	-	-	92,244
ADA Paratransit Reserve	10,544	-	-	10,544
Assigned				
Professional services	8,888	-	-	8,888
Unassigned	4,443	-	-	4,443
Total fund balances	242,176	211,498	177,283	630,957
TOTAL LIABILITIES AND FUND BALANCES	\$ 502,004	\$ 211,498	\$ 179,721	\$ 893,223

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**RECONCILIATION OF THE GOVERNMENTAL FUNDS
BALANCE SHEET TO THE STATEMENT OF NET POSITION
DECEMBER 31, 2014
(In Thousands)**

TOTAL FUND BALANCE—GOVERNMENTAL FUNDS \$ 630,957

Amounts reported for governmental activities in the statement of net position are different because:

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. This is the capital assets, net of accumulated depreciation, recognized in the statement of net position. 11,524

Prepaid insurance-bond issue costs are paid in the current year and, therefore, are reported as expenditures in the governmental funds. This asset represents the unamortized portion recognized in the statement of net position. 3,343

Grant revenues from ASA and AFA are unavailable, therefore recorded as deferred inflows of resources in the governmental funds. The revenue is recognized in the Governmental Activities. 43,324

General obligation bonds payable are not due and payable in the current period and, therefore, are not reported in the funds. This liability represents the total current and long-term portion of the general obligation bonds payable recognized in the statement of net position. (2,234,355)

Bond premiums are paid or received in the current year and, therefore, are reported in the funds. This liability represents the unamortized portion recognized in the statement of net position. (106,025)

Accrued interest payable on bonds is not due and payable in the current period and, therefore, is not reported in the funds. This liability is accrued in the statement of net position. (33,323)

Compensated absences are not due and payable in the current period and, therefore, are not reported in the funds. (272)

Other post-employment benefit obligations are not due and payable in the current period and, therefore, are not reported in the funds. (64)

Derivative instruments do not provide or use current financial resources and are not reported in the fund statements. This is the amount by which derivative related liabilities exceeded assets at year-end. (2,272)

TOTAL NET DEFICIT—GOVERNMENTAL ACTIVITIES \$ (1,687,163)

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

	General Fund	Debt Service Fund	Capital Projects Fund	Total Governmental Funds
REVENUES:				
Sales taxes	\$ 121,798	\$ -	\$ -	\$ 121,798
Interest on sales taxes	82	-	-	82
Public Transportation Fund	210,013	-	-	210,013
General State revenue	245,298	-	-	245,298
Innovation, Coordination & Enhancement (ICE)	11,439	-	-	11,439
IDOT State Grant - PACE (ADA)	8,500	-	-	8,500
Pace ADA Surplus Refund	7,004	-	-	7,004
State assistance	130,182	-	-	130,182
Investment income	11,419	2,329	13	13,761
Other revenues	7,847	-	-	7,847
Total revenues	<u>753,582</u>	<u>2,329</u>	<u>13</u>	<u>755,924</u>
EXPENDITURES:				
Financial assistance to Service Boards	200,500	-	-	200,500
Capital grants-discretionary	254	-	-	254
South Suburban Job Access Program (PACE)	7,500	-	-	7,500
Innovation, Coordination & Enhancement (ICE)	11,439	-	-	11,439
State General Revenue CTA	96,988	-	-	96,988
IDOT Cap Grant - PACE (ADA)	8,500	-	-	8,500
Capital grants- State bonds	149,259	-	-	149,259
RTA Capital grants- CTA	766	-	55,491	56,257
RTA Capital grants- Metra	3,522	-	-	3,522
Administrative	16,192	-	-	16,192
Regional	22,817	-	-	22,817
Capital outlay	599	-	-	599
Debt service:				
Principal	-	443,737	-	443,737
Interest	-	115,246	-	115,246
Debt related costs	-	2,092	-	2,092
Total expenditures	<u>518,336</u>	<u>561,075</u>	<u>55,491</u>	<u>1,134,902</u>
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	<u>235,246</u>	<u>(558,746)</u>	<u>(55,478)</u>	<u>(378,978)</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	-	306,911	-	306,911
Transfers out	(306,029)	-	(7,211)	(313,240)
Other financing source (premium)	-	-	8,006	8,006
Debt issuance	-	275,000	99,295	374,295
Total other financing sources (uses)	<u>(306,029)</u>	<u>581,911</u>	<u>100,090</u>	<u>375,972</u>
NET CHANGE IN FUND BALANCES	(70,783)	23,165	44,612	(3,006)
FUND BALANCES:				
Beginning of year	<u>312,959</u>	<u>188,333</u>	<u>132,671</u>	<u>633,963</u>
End of year	<u>\$ 242,176</u>	<u>\$ 211,498</u>	<u>\$ 177,283</u>	<u>\$ 630,957</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF THE GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

NET CHANGE IN FUND BALANCES—TOTAL GOVERNMENTAL FUNDS	\$ (3,006)
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlay (\$1,878) exceeded depreciation (\$776) in the current period.	1,102
Proceeds (if any) from disposals of capital assets are reported as financing sources in governmental funds; however, the gain (loss) on sale of disposal is recorded in the Statement of Activities.	(3,937)
The issuance of long-term debt provides current financial resources to governmental funds. However, this transaction has no effect on net position.	(374,295)
The repayment of the principal of long-term debt consumes the current financial resources of governmental funds. However, this transaction has no effect on net position.	443,740
Accrued interest on bonds reported in the statement of activities does not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	715
Governmental funds report bond premiums as an other financing source. However, in the statement of activities, the premiums are amortized over the life of the bonds and recorded as a reduction of bond interest expense.	(1,326)
Grant revenues from ASA and AFA are unavailable, and therefore, recorded as deferred inflows of resources in the governmental funds. The revenue is recognized in the Governmental Activities.	37
Governmental funds report bond insurance costs as other financing sources. However, in the statement of activities, the bond insurance costs are amortized over the life of the bonds.	(227)
Compensated absences reported in the statement of activities does not require the use of current financial resources and, therefore, is not reported as expenditures in governmental funds.	(24)
Net pension employee benefit obligations reported in the statement of activities does not require the use of current financial resources and therefore, is not reported as expenditures in governmental funds.	(10)
Increases (decreases) in the fair values of investment derivative instruments do not provide (use) financial resources and are not reported in the fund financial statements.	(1,140)
CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES	<u>\$ 61,629</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF NET POSITION
BUSINESS TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
DECEMBER 31, 2014
(In Thousands)**

ASSETS:

Current:

Cash and cash equivalents	\$ 13,800
Investments	10,745
Accrued interest on investments	10
Due from General Fund	530
Prepaid insurance	<u>2,610</u>
Total assets	27,695

LIABILITIES

Due to General Fund	<u>13</u>
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NET POSITION - Unrestricted	<u>\$ 27,682</u>
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The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUSINESS TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

OPERATING EXPENSES:	
Insurance expense	\$ 5,709
Professional services	83
Bank charges and miscellaneous	<u>9</u>
Total operating expenses	<u>5,801</u>
OPERATING LOSS	<u>(5,801)</u>
NONOPERATING REVENUES	
Investment income	<u>38</u>
Total nonoperating revenues	<u>38</u>
Transfer from General Fund	<u>6,329</u>
CHANGE IN NET POSITION	566
NET POSITION:	
Beginning of year	<u>27,116</u>
End of year	<u>\$ 27,682</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF CASH FLOWS
BUSINESS TYPE ACTIVITIES—ENTERPRISE FUND
JOINT SELF-INSURANCE (PROPRIETARY) FUND
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

CASH FLOWS FROM OPERATING ACTIVITIES:	
Payments to insurance vendor	\$ (5,790)
Payments to other vendors	(80)
	<hr/>
Net cash flows from operating activities	(5,870)
	<hr/>
CASH FLOWS FROM INVESTING ACTIVITIES:	
Purchases of investments	(18,501)
Proceeds from sale and maturities of investments	21,269
Investment income	60
	<hr/>
Net cash flows from investing activities	2,828
	<hr/>
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES:	
Contributions received from RTA	5,834
	<hr/>
NET CHANGE IN CASH AND CASH EQUIVALENTS	2,792
	<hr/>
CASH AND CASH EQUIVALENTS:	
Beginning of year	11,008
	<hr/>
End of year	\$ 13,800
	<hr/> <hr/>
RECONCILIATION OF OPERATING LOSS TO NET CASH FLOWS FROM OPERATING ACTIVITIES:	
Operating loss	\$ (5,801)
Adjustments to reconcile operating loss to net cash flows from operating activities	
Changes in:	
Prepaid insurance	(620)
Recoverable premium	538
Due to General Fund	13
	<hr/>
NET CASH FLOWS FROM OPERATING ACTIVITIES	\$ (5,870)
	<hr/> <hr/>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
DECEMBER 31, 2014
(In Thousands)**

	<u>Pension Trust Fund</u>	<u>Sales Tax Agency Fund</u>
ASSETS:		
Cash and cash equivalents	\$ 14,966	\$ -
Investments, at fair value:		
Corporate fixed income mutual fund	63,210	-
Equity mutual funds and common stocks	76,922	-
Common stocks	9,492	-
Venture capital	8,460	-
Balanced funds	21,571	-
Total Investments	<u>179,655</u>	<u>-</u>
Intergovernmental receivables:		
Sales taxes	-	189,373
New sales tax	-	78,503
Interest on sales taxes	-	18
Reduced fare reimbursement	-	25,820
PTF (new sales tax/RETT)	-	51,458
Advances to Service Boards	-	77,654
Accrued dividends and interest	3	-
Total Receivables	<u>3</u>	<u>422,826</u>
Total assets	<u>194,624</u>	<u>422,826</u>
LIABILITIES:		
Intergovernmental payables:		
Sales taxes due to Service Boards	-	189,373
New sales tax due to Service Boards	-	78,000
Suburban Community Mobility Fund-SBD	-	503
Interest on sales taxes due to Service Boards	-	18
Reduced fare reimbursement	-	25,820
PTF (new sales tax/RETT)	-	51,458
Advances from State	-	77,654
Due to RTA General Fund	18	-
Accrued other items	96	-
Total liabilities	<u>114</u>	<u>422,826</u>
Net position held in trust for pension benefits	<u>\$ 194,510</u>	<u>\$ -</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

**STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

	<u>Pension Trust Fund</u>
ADDITIONS:	
Investment gain:	
Net appreciation in fair value of investments	\$ 696
Interest and dividends	3,093
	<u>3,789</u>
Less investment expenses:	
Investment managers	272
Trust fees	7
Investment advisor	133
	<u>412</u>
Total investment expenses	412
Net investment gain	<u>3,377</u>
Contributions:	
Metra pension contributions	6,466
Pace pension contributions	5,579
RTA pension contributions	1,644
	<u>13,689</u>
Total contributions	13,689
Total net additions	<u>17,066</u>
DEDUCTIONS:	
Benefit payments	11,360
Administrative expenses	456
	<u>11,816</u>
Total deductions	11,816
NET INCREASE IN PLAN NET POSITION HELD IN TRUST FOR PENSION BENEFITS	5,250
PLAN NET POSITION HELD IN TRUST FOR PENSION BENEFITS:	
Beginning of year	<u>189,260</u>
End of year	<u>\$ 194,510</u>

The notes to financial statements are an integral part of this statement.

REGIONAL TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS YEAR ENDED DECEMBER 31, 2014

NOTE 1. REPORTING ENTITY

The Regional Transportation Authority (“RTA”) was established in 1974 upon approval of a referendum in its six-county Northeastern Illinois region. The operating responsibilities of the RTA are set forth in the RTA Act (“Act”). The RTA is a unit of local government, body politic, political subdivision and municipal corporation of the State of Illinois. As initially established, the RTA was an operating entity responsible for providing day-to-day bus and rail transportation services. However, on November 9, 1983, the Illinois General Assembly reorganized the structure and funding of the RTA from an operating entity to a planning, funding, and oversight entity. The reorganization placed all operating responsibilities in the Chicago Transit Authority (“CTA”), the Commuter Rail Division (“Metra”) and the Suburban Bus Division (“Pace”), each having its own independent board of directors. These divisions conduct operations and deal with subsidized carriers. These three entities are defined in the Act as the “Service Boards.”

The Service Boards provide services to different geographic areas within the six-county region. Metra provides transit service to the six-county area, with the majority of the transit riders residing in the suburban metropolitan area and commuting into the City of Chicago. Pace’s primary service area is the suburban communities, with limited service within the City of Chicago. The CTA provides service to the City of Chicago and 38 neighboring suburbs within Cook County. Although programs are underway to encourage riders to transfer between the service entities, trips of this type presently represent a minority of those taken.

The Act sets forth detailed provisions for the allocation of receipts by the RTA to the various Service Boards, and imposes a requirement that the RTA System as a whole achieves annually a “system-generated revenues recovery ratio” (i.e., aggregate income for transportation services provided) of at least 50% of the cost of transportation services. For purposes of the recovery ratio calculation, the Act requires that the costs used in the calculation include all operating costs consistent with generally accepted accounting principles, with certain exceptions. Capitalized expenditures are recorded as capital assets, and are excluded from the recovery ratio calculation as required by the Act. The Service Boards achieve their required recovery ratios by establishing fares and related revenue to cover the required proportion of their proposed expenses. The RTA is responsible for monitoring the budgets and financial performance of the Service Boards.

As defined by accounting principles generally accepted in the United States established by the Governmental Accounting Standards Board (“GASB”), the financial reporting entity consists of the primary government, as well as its component units, which are legally separate organizations for which the elected officials of the primary government are financially accountable. Financial accountability is defined as:

Appointment of a voting majority of the component unit’s board, and either: (a) the ability to impose will by the primary government, or (b) the possibility that the component unit will provide a financial benefit to, or impose a financial burden on, the primary government; or fiscal dependency on the primary government.

In addition, a component unit also includes certain organizations that the primary government is not financially accountable for if the nature and significance of their relationship, including ongoing financial support are such that exclusion from the financial reporting entity would render the entity’s financial statements incomplete or misleading.

In the judgment of the RTA of each of the entities and their analysis and application of the GASB Statements criteria, while the RTA does exercise some fiscal oversight, the Service Boards are not part of the RTA reporting entity for the purpose of preparing a comprehensive annual financial report in accordance with generally accepted accounting principles in the United States.

In arriving at this conclusion, the following factors were considered:

- The Service Boards maintain separate management, exercise control over all operations (including the fare structures), and are accountable for fiscal matters, including ownership of assets, relations with Federal and State transportation funding agencies that provide financial assistance in the acquisition of these assets, and the preparation of operating budgets. The Service Boards are also responsible for the purchase of services and approval of contracts relating to their operations.
- The RTA Board has control neither in the selection nor the appointment of any Service Board Director nor of any of its management. Further, directors of the Service Boards are excluded from serving on more than one entity's board of directors, including that of the RTA.
- The Illinois statutes required the RTA Board to approve the budgets of the Service Boards to determine if such budgets meet specified system-generated revenues recovery ratios and other requirements as defined by the Act.
- The RTA is not entitled to any Service Board surplus or responsible for any Service Board deficits.

Based on these factors and applying the aforementioned criteria used to determine financial accountability, management of the RTA does not consider the Service Boards to be component units and, accordingly, the financial data of the Service Boards have been excluded from the RTA reporting entity. The RTA is not aware of any entity which is financially accountable for the RTA that would result in the RTA's being considered a component unit of such entity.

NOTE 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the RTA conform to accounting principles generally accepted in the United States as applicable to governments. The following is a summary of the significant policies:

Fund Accounting—The accounts of the RTA are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures or expenses, as appropriate. RTA resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be utilized and the means by which spending activities are controlled. In the financial statements, the various funds are grouped into three broad fund types and six generic fund categories as follows:

Governmental Fund Types—The RTA's Governmental Fund Types consist of the General Fund, Debt Service Fund, and Capital Projects Fund.

General Fund—The General Fund is the general operating fund of the RTA. It is used to account for all financial transactions that are not accounted for in another fund.

Debt Service Fund—The Debt Service Fund is used to account for the accumulation of resources for, and the payment of, general long-term debt principal, interest, and related costs.

Capital Projects Fund—In 1989, the Illinois General Assembly authorized the RTA to issue a maximum of \$500 million of Strategic Capital Improvement Program ("SCIP") bonds, and to have a maximum of \$500 million RTA bonds outstanding. The Capital Projects Fund is utilized for the receipt and disbursement of the proceeds of the bond issues. The Capital Projects Fund was first established in 1990 with the issuance of \$100 million of RTA bonds to fund capital projects at the Service Boards. The proceeds from the bonds issued under the General Assembly's authorization were allocated by the RTA as follows: 50% for capital projects of the CTA; 45% for capital projects of Metra; and 5% for capital projects of Pace. Projects included in approved five-year Capital

Programs will be eligible for reimbursements from these proceeds by the RTA without further review or action by the RTA Board of Directors.

In 1999, the Illinois General Assembly passed additional bonding authorization, thereby increasing the RTA bond authority to \$800 million outstanding effective January 1, 2000. It also increased SCIP bond issues by \$260 million each year for five years from 2000 to 2006 for a total of \$1.5 billion additional bond issues.

Proprietary Fund Type—Proprietary Funds are used to account for activities that are similar to those found in the private sector and to account for the financing of goods or services provided by a department or agency to other departments or agencies of the governmental unit, or to other governmental units on a cost-reimbursement basis. The RTA has one Proprietary Fund which relates to the activities of the Joint Self-Insurance Fund.

Joint Self-Insurance Fund—The Joint Self-Insurance Fund (“Fund”) is used to account for the financing of claims incurred by the Service Boards and the RTA on a cost-reimbursement basis. The Fund is essentially a financing mechanism providing a source from which to borrow or to pay for the first \$5 million of catastrophic losses and other claims incurred by the Service Boards and the RTA arising out of personal injuries, property damage, and certain other losses. This Fund is reported as an Enterprise Fund since the predominant participants are outside of the RTA.

Fiduciary Fund Type—Fiduciary Funds account for assets held by a governmental entity in a trustee capacity or as an agent for others. The RTA’s Fiduciary Funds consist of one Agency (Sales Tax) Fund and a Pension Trust Fund.

Agency Fund—The Sales Tax Agency Fund records the receipt and disbursement of amounts due to the CTA, Metra and Pace, including Retailers’ Occupation and Use Tax (sales taxes), interest on sales taxes, and reduced fare reimbursement grants. For RTA budgetary purposes, sales tax receipts are recorded in the Sales Tax Agency Fund and are equally offset by amounts recorded as disbursements reflecting the pass-through to the Service Boards.

Pension Trust Fund—The Pension Trust Fund is used to account for the accumulation of resources for, and payments of, retirement benefits to employees participating in the RTA Pension Plan.

Government-wide and Fund Financial Statements—The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the nonfiduciary activities of the RTA in a manner similar to a private-sector business. The effect of interfund activities has been removed from these statements. Governmental activities which are supported by sales taxes and intergovernmental revenues are reported separately from the insurance activities. The insurance activities include interest charges for loans advanced for claims of the Service Boards. Likewise, the fiduciary fund type - RTA Pension Trust Fund and Sales Tax Agency Fund are presented separately and are not included in the government-wide financial statements of the RTA.

The statement of activities shows certain direct program expenses which are offset by program revenues. Governmental program activities include expenses such as financial assistance and capital asset funding (capital grants) to CTA, Metra, and Pace; administrative expenses; operating the RTA Travel Information Center, certifying riders for paratransit service under the Americans with Disabilities Act (“ADA”) and other services (regional expenses); and payment of debt service on bonds issued by the RTA. Program revenues include operating grants and contributions that are restricted to meeting the operational requirements of a particular program (i.e., technology and non-technology programs). Sales taxes, Public Transportation Fund (“PTF”), state assistance (“ASA/AFA”), investment income and other items properly excluded from program revenues are reported instead as general revenues.

Fund level financial statements are provided for governmental funds, proprietary fund, and fiduciary funds.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation—The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund (Joint Self-Insurance Fund) and the Pension Trust Fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Sales taxes are recognized as revenues if collected by the retailers by year-end. Grants and similar items are recognized as revenues when qualifying expenditures have been incurred and as soon as all eligibility requirements imposed by the grantors have been met. Prepaid expenses are recorded using the consumption method.

The Joint Self-Insurance Fund distinguishes operating revenues and expenses from non-operating items. Operating revenues (interest charged to Service Boards) and expenses (administrative expenses including insurance premium and professional services) generally result from providing services in connection with the proprietary fund's ongoing operations. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The Sales Tax Agency Fund is custodial in nature (assets equal liabilities) and does not involve the measurement of results of operations.

Governmental fund financial statements use the current financial resources measurement focus. The funds are accounted for using the modified accrual basis of accounting; i.e., revenues are recognized as soon as they are both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or shortly thereafter to pay liabilities of the current period. Sales taxes are considered measurable and available if collected by the retailer by year-end and received by the RTA within 80 days after year-end. ASA/AFA is considered measurable and available if billed and received within 180 days after year-end. Additionally, certain compensated absences, claims and judgments, debt service principle and interest, pension and OPEB are recognized when the obligations are expected to be liquidated with expendable available financial resources.

The RTA reports three major governmental funds—General Fund, Debt Service Fund, and Capital Projects Fund; one major proprietary fund—Joint Self-Insurance Fund; and two fiduciary funds—Pension Trust Fund and Sales Tax Agency Fund.

Major funds are funds whose revenues, expenditures/expenses, assets, or liabilities (excluding extraordinary items) are at least 10 percent of corresponding totals for all governmental or enterprise funds and at least 5 percent of the aggregate amount for all governmental and enterprise funds. This only applies to governmental and proprietary funds.

Assets, Liabilities and Fund Equity

Cash and Investments—All excess General Fund cash is invested and earnings are credited to the General Fund for use in financing general RTA operations. Most investments are reported at fair value which is determined using various major exchange sources. Short-term investments are reported at amortized cost, which approximate fair value due to their short-term nature. Securities traded on a national or international exchange are valued at the last reported sales price at current exchange rates. For Pension Trust Fund, see Note 3.

Intergovernmental Receivables—Receivables include amounts due from State and local governments for sales taxes, specific programs or projects, and services.

Capital Assets—The RTA sets a capitalization threshold of no less than \$5,000 for any capital item(s). Capital assets are recorded at historical cost (or fair market value at the time of donation, if donated) and have a useful life of at least one year following the date of acquisition. Any acquisitions during the year are considered acquired at the beginning of that year for the purpose of computing depreciation. The RTA uses the straight-line method for computing depreciation expense. Leasehold improvements made to RTA's office facilities are capitalized, and their costs amortized over the lesser of the useful life or the life of the lease.

Leasehold improvements and major equipment repairs, if any, are also capitalized during the remaining life of the lease or the extended useful life of the equipment. The Capital-Technology Program's capitalized assets are for projects in progress; therefore, the assets are non-depreciable.

<u>Description</u>	<u>Useful Life</u>
Furniture and equipment	5 years
Computer equipment and software	5 years
Leasehold improvements	Life of the lease

Restricted Assets and Restricted Net Position—Bond proceeds and amounts set aside for general obligation debt service are classified as restricted assets since their use is limited by the bond indentures. When both restricted and unrestricted resources are available for use, it is RTA's policy to use restricted resources first, then unrestricted resources as needed.

Compensated Absences—Compensation for holidays, illness, and other qualifying absences is not accrued in the accompanying financial statements because rights to such compensation amounts either do not accumulate or they do not vest. The RTA accounts for compensated absences under GASB No. 16, entitled "Accounting for Compensated Absences", whereby the applicable salary-related employer obligations are accrued in addition to the compensated absences liability. Compensated absences are recorded in the General Fund only if they have matured (i.e., unused leave still outstanding at time of an employee's resignation or retirement). Compensated absences are recorded in the governmental activities as current liabilities when the obligation is due. The RTA's policy is compensated absences have to be used by the end of the following fiscal year.

Changes in compensated absences for the year ended December 31, 2014 were as follows (amounts in thousands):

	Balance January 1, 2014	Additions	Deletions	Balance December 31, 2014	Due Within One Year
Compensated absences payable	\$ 249	\$ 272	\$ 249	\$ 272	\$ 62

Intergovernmental Payables—These amounts include accrued financial assistance, sales taxes, capital and other grants due to the Service Boards.

Unearned Revenue—These amounts are recorded as liabilities and revenue recognition is based on certain time requirements.

Fund Balances—In the fund financial statements, governmental funds report fund balances in the following categories:

Nonspendable – This consists of amounts that cannot be spent because they are either a) not in spendable form or b) legally or contractually required to be maintained intact. The RTA did not have amounts reported within this category.

Restricted – This consists of amounts that are restricted to specific purposes, that is, when constraints placed on the use of resources are either a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or b) imposed by law through constitutional provisions or enabling legislation.

Committed – This consists of amounts constrained by limitations that the Authority imposes upon itself through resolution by its board of directors. The commitment amount will be binding unless removed or amended in the same manner.

Assigned – This consists of net amounts that are constrained by the Authority’s intent to be used for specific purpose, but that are neither restricted nor committed. Assigned amounts are determined by the Executive Director upon recommendation of the Budget, Performance and Business Analysis division based on the year-end Positive Budget Variance.

Unassigned – This consists of residual fund balances.

In instances where restricted, committed and assigned fund balances are available for use, RTA’s policy is to use restricted resources first, followed by committed resources, then assigned resources, as needed.

Revenues—The RTA has four principal sources of revenue: (1) retailer’s occupation taxes, service occupation taxes, and use taxes (collectively, RTA Sales Tax); (2) funds appropriated to the RTA by statute through the PTF established under the Act; (3) State or Federal grants, or any other such funds, which the RTA is authorized to apply for and receive under the Act; and (4) investment income on unexpended funds held by the RTA, and other miscellaneous revenue.

Sales Tax—Prior to 2008, the RTA Sales Tax consisted of (i) in Cook County, (a) a tax of 1 % of the gross receipts from sales of drugs, certain medical supplies and food prepared for consumption off the premises (other than for immediate consumption) imposed on all persons selling tangible personal property at retail (a Food and Drug Tax) and (b) a tax of 0.75% of the gross receipts from all other taxable retail sales; (ii) in counties within Northeastern Illinois other than Cook County, a tax of 0.25% of the gross receipts from all taxable retail sales (together with (i) (b), a General Sales Tax); and (iii) a tax of 1% on the use in Cook County, and 0.25% on the use in Northeastern Illinois other than Cook County of tangible personal property purchased from a retailer outside Northeastern Illinois and titled or registered with a State agency by a person with a Northeastern Illinois address (a Use Tax); and (iv) a tax imposed in the same locations and at the same rates as the Food and Drug Tax and the General Sales Tax on persons engaged in a sale of service pursuant to which property in the form of tangible personal property or in the form of real estate is transferred incidental to a sale of a service (a Service Occupation Tax).

The taxes described in (i) and (ii) above are also imposed on persons engaged in making sales of services pursuant to which tangible personal property or real estate (as incident to a sale of a service) is transferred (with respect to the taxes in (i) and (ii), a Service Occupation Tax).

The RTA Sales Tax is collected by the Illinois Department of Revenue (the “Department of Revenue”), and paid to the Treasurer of the State to be held in trust for the RTA outside the State Treasury. Proceeds from the RTA Sales Tax are payable monthly directly to the RTA, without appropriation, by the State Treasurer on the order of the State Comptroller.

Also, proceeds from certain sales taxes imposed by the State are allocated to the RTA as part of the restructuring of the State and local sales taxes in Illinois. Until January 1, 1990, the State General Sales Tax, State Use Tax, and State Service Occupation Tax portions of the RTA Sales Tax were imposed at a rate of 1% in Cook County. Effective January 1, 1990, as a result of legislation (the Sales Tax Reform Act) aimed at simplifying the base and rate structure of taxes imposed by the State and its local governments, including the RTA, the State General Sales Tax, State Use Tax, State Service Occupation Tax, and State Service Use Tax were increased from 5% to 6.25% and any corresponding portions of the RTA Sales Tax in Cook County were reduced from 1% to 0.75%. In order to avoid a revenue loss to the RTA because of the reduction in this portion of the RTA Sales Tax, the Sales Tax Reform Act directed that portions of the receipts from the State General Sales Tax, State Use Tax, State Service Occupation Tax, and State Service Use Tax be paid to the RTA annually.

Specifically, 4% of the net monthly revenue from the 6.25% State General Sales Tax and State Service Occupation Tax and 4% of the net monthly revenue from the State Use Tax on personal property purchased at retail outside the State, but registered or titled with a State agency within the State (i.e., 0.25% of total) is transferred into the County and Mass Transit District Fund in the State Treasury (the "CMTD Fund"). The amount in the CMTD Fund attributable to taxable sales occurring in Cook County or to property registered or titled in Cook County is then transferred into the RTA Occupation and Use Tax Replacement Fund in the State Treasury (the "Replacement Fund"). In addition, (i) the net monthly revenue from the State Use Tax and State Service Use Tax portions of the 1% State Food and Drug Tax, and (ii) 20% of the net monthly revenue of the 6.25% State Use Tax and State Service Use Tax (i.e., 1.25% of total), other than revenues of such taxes attributable to personal property purchased at retail outside the State but registered or titled with a State agency within the State, are deposited in the State and Local Sales Tax Reform Fund (the "Reform Fund"). Of the money paid into the Reform Fund, 10% is transferred into the Replacement Fund.

The Act provides that the RTA withhold 15% of these tax revenues generated and that these revenues are deposited into the RTA's General Fund. The RTA is required to pass on to the Service Boards, pursuant to statutory formula, an amount equal to the remainder of such tax revenues. The remaining 85% of sales tax is allocated to the Service Boards as follows:

<u>Service Board</u>	<u>Collected Within Chicago</u>	<u>Collected within Cook County Outside Chicago</u>	<u>Collected in DuPage, Kane, Lake McHenry and Will Counties</u>
CTA	100 %	30 %	-
Metra	-	55 %	70 %
Pace	-	15 %	30 %

The RTA recognizes as a receivable and revenue in the General Fund only the 15% of this portion of the total sales taxes collected to which it is entitled by the amended Act. The remaining 85% of this portion of the sales tax is recorded in the Agency Fund. The criteria applied for recognition of the receivable and related revenue are that the amounts are "measurable and available" for the RTA to meet its current obligations.

In January 2008, Illinois Public Act 95-0708 increased the RTA sales tax rate throughout the region, increased the real estate transfer tax ("RETT") in the City of Chicago, and raised the rate at which RTA sales tax revenues are matched by PTF. The RTA sales tax rate was increased 0.25% in Cook County and 0.50% in the Collar Counties effective April 1, 2008. Proceeds of the sales tax increase in the Collar Counties are divided evenly between the RTA and the county where the tax is collected. Effective April 1, 2008, the RETT in the City of Chicago was increased 0.3% (i.e. for every \$500 in sales price \$1.50 in tax is collected).

Public Transportation Fund—In accordance with the Act, the State Treasurer is authorized and required to transfer from the State's General Revenue Fund to a special fund in the State Treasury designated the "Public Transportation Fund," an amount equal to 30% of net revenues realized from sales taxes (or, as the case may be, gasoline or parking taxes) and RETT. These amounts may be paid to the RTA only upon State appropriation.

In February 2008, the PTF match of the pre-2008 RTA sales tax increased from 25% to 30%. In April 2008, the 5% PTF match was applied to the RETT and the RTA portion of the sales tax increase. In January 2009, the PTF match of both the RETT and the RTA portion of the sales tax increase rose from 5% to 30%.

While the RETT and the 25% PTF match of RETT funds only the CTA, the largest part of P.A. 95-0708 revenue provides funding for CTA, Metra, Pace and ADA Paratransit operations, as well as for regional

innovation, coordination and enhancement (“ICE”) and suburban community mobility (“SCMF”) initiatives. Funds for ADA Paratransit, ICE and SCMF are by statute set aside before distributions to the CTA, Metra and Pace.

None of the revenues from the PTF are payable to the RTA unless and until the RTA certifies to the Governor, State Comptroller, and Mayor of the City of Chicago that it has adopted a budget and financial plan as called for by the Act. This certification has been submitted.

The amounts allocable to each of the Service Boards from funding received by the RTA from a portion of the State’s PTF are allocated at the discretion of the RTA Board in connection with the review and approval of the annual and revised budgets of each Service Board. This portion corresponds to 25% of the pre-2008 sales tax receipts. The remaining portion of the State’s PTF is combined with the sales tax resulting from the 2008 rate increase and allocated by statute first to the ADA Paratransit Fund, ICE Fund, and SCMF, with the remainder distributed 48% to the CTA, 39% to Metra, and 13% to Pace.

The allocable amounts of such funds are payable as soon as may be practicable upon their receipt, provided that the RTA has adopted a budget pursuant to Section 4.01 of the Act, and the Service Board that is to receive such funds is in compliance with the budget requirement imposed upon the Service Board pursuant to Section 4.11 of the Act.

Reduced Fare Reimbursement—In the State’s fiscal year 2014, which ends June 30, 2014, the Illinois General Assembly appropriated funds for a program under which the Illinois Department of Transportation (“IDOT”) is authorized to provide to the RTA a reduced fare reimbursement grant for the purpose of reimbursing the Service Boards for a portion of actual revenue losses attributable to reduced fares for students, people with disabilities, and the elderly. For the state fiscal year ending June 30, 2014, the grant was in the amount of \$17.57 million.

Additional State Assistance/Additional Financial Assistance—The State has authorized Additional State Assistance (“ASA”) which is supplemental financing for the RTA’s Strategic Capital Improvement Program (“SCIP”) bonds. The ASA available to the RTA during the State’s July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP I bonds plus any debt service savings from the issuance of currently refunding or advance refunding SCIP I bonds, less interest earned on the unspent bond proceeds, or (ii) \$55 million per year. The RTA recognized \$40 million of ASA in 2014.

Beginning with the State’s fiscal year 2001, the State has also authorized Additional Financial Assistance (“AFA”) to pay for debt service requirements for SCIP II bonds authorized under the Illinois First Program. The amount available to the RTA during the State’s July through June fiscal year is limited to the lesser of (i) the actual debt service payable during such year on any outstanding SCIP bonds less interest earned on those bond proceeds, or (ii) \$100 million in the State’s fiscal years 2014 and 2015, per year. The RTA recognized \$90 million of AFA in 2014.

Expenditures and Expenses—Operating grants consist of financial assistance to the Service Boards. The RTA provides operating assistance to the Service Boards to fund, in part, their RTA-approved budgets.

Capital grants consist of the RTA local match of Federal Transit Administration (“FTA”) and IDOT-funded capital projects, 100% RTA-funded projects and capital projects funded by RTA, SCIP bonds, and investment income on bonds. Capital payments of approximately \$10 million for sales tax funding are due to Metra based on a statutory formula. This formula consists of the budgeted sales tax revenues in excess of Metra’s budgeted operating deficit. This amount is presented in the Sales Tax Agency Fund.

Administration consists of those costs of the RTA incurred to carry out its administrative activities. These costs were limited by statute to \$18 million for the year ended December 31, 2014.

Non-administration, listed as regional and technology program expenses in the statement of activities, consists of those costs of the RTA which are exempt from the statutory limit defined in the RTA Act. These costs include the operation of the Travel Information Center, Transit Check Program, Americans with Disabilities Act ("ADA"), reduced fare registration, capital development and other program costs incurred on behalf of the Service Boards and not for the benefit of RTA itself.

Cash Flows—For purposes of the statement of cash flows, the RTA considers all short-term securities with original maturities of three months or less to be cash equivalents. Cash and cash equivalents aggregated \$13.8 million at December 31, 2014 and are included in cash and cash equivalents under business-type activities on the accompanying statement of net position. The remaining \$10.7 million constitutes investments in the Joint Self-Insurance Fund with original maturities in excess of three months.

Management's Use of Estimates—The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect the amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Interfund Transactions—The governmental fund's balance sheet reports all outstanding balances between funds, as "due to/from other funds." The government-wide financial statements report any residual balances outstanding between the governmental activities and business-type activities as "internal balances." Government-wide financial statements and the Statement of Fiduciary Net Position report a "due to/from general fund" outstanding for pension contributions.

New Accounting Pronouncements:

Accounting standards that the Authority is currently reviewing for applicability and potential impact on the financial statements include:

Statement No. 68, *Accounting and Financial Reporting for Pensions*, will be effective for the Authority beginning with its year ended December 31, 2015. This statement requires governments providing defined benefit pensions to recognize their long-term obligation for pension benefits as a liability for the first time, and to more comprehensively and comparably measure the annual costs of pension benefits. This statement also enhances accountability and transparency through revised and new note disclosures and required supplementary information ("RSI").

Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*, will be effective for the Authority beginning with its year ended December 31, 2014. This statement requires a government that extends a nonexchange financial guarantee to recognize a liability when qualitative factors and historical data, if any, indicate that it is more likely than not that the government will be required to make a payment on the guarantee. The amount of the liability to be recognized should be the discounted present value of the best estimate of the future outflows related to the guarantee expected to be incurred. When there is no best estimate but a range of the estimated future outflows can be established, the amount of the liability to be recognized should be the discounted present value of the minimum amount within the range.

Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68*. This statement is to improve accounting and financial reporting by addressing an issue in Statement No. 68, *Accounting and Financial Reporting for Pensions*, concerning transition provisions related to certain pension contributions made to defined benefit pension plans prior to implementation of that Statement by employers and nonemployer contributing entities. The provisions of this Statement should be applied simultaneously with the provisions of GASB Statement No. 68 (FY15).

Statement No. 72, *Fair Value Measurement and Application*, will be effective for the Authority beginning with its year ended December 31, 2016. This statement addresses accounting and financial reporting issues related to fair value measurements. The definition of fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. This statement provides guidance for determining a fair value measurement for financial reporting purposes. This statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements.

Management has not currently determined what impact, if any, these Statements may have on its financial statements. Management is anticipating that GASB 68 will have a significant impact for RTA and they are currently researching the requirements.

NOTE 3. CASH AND INVESTMENTS

Governmental and Joint Self-Insurance Fund Investments

Cash and investments in the statement of net position may be restricted by bond covenants or through action of the RTA board as to their use. Unrestricted cash and investments may be used for any purpose.

Deposits and Investments—Section 2.20(a)(ii) of the RTA Act authorizes the RTA to invest any funds or monies not required for immediate use or disbursement. The applicable statutory provisions governing the investment of public funds are found in 30 ILCS 235/0.01, et seq.

The RTA investment policy is in accordance with the Illinois statutes and allows the RTA to invest in:

- Certain obligations of the U.S. Government and its agencies.
- Interest-bearing certificates of deposit, interest-bearing time deposits or any other investments constituting direct obligations of any FDIC insured bank as defined by the Illinois Banking Act.
- Short-term obligations of corporations organized in the United States with assets exceeding \$500 million and rated within the highest classification established by at least two standard rating services.
- Certain money market mutual funds.
- The Illinois Funds.
- Repurchase agreements.

Custodial Credit Risk—Custodial credit risk is the risk that in the event of a bank failure, the RTA's deposits may not be returned to it. The RTA's policy for custodial credit risk states collateral will be

valued at market value (excluding accrued interest) on the trade date. Collateral required will be 100% of the investment or such greater percentage as may be appropriate based upon the financial stability of the institution and the term of the collateral (i.e., maturity), less any insurance provided by the Federal Deposit Insurance Corporation (“FDIC”).

Investments

Interest Rate Risk — To mitigate losses caused by changing interest rates, the maturities of the RTA’s investments is limited. Per the RTA’s investment policy, investments in corporations are limited to maturities of 180 days or less. Other investment maturities cannot exceed three years.

As of December 31, 2014, the RTA’s investments were as follows (amounts in thousands):

Investment Type	Fair Value
Commercial paper	\$ 54,987
Fixed-income securities	391,191
Illinois Funds	50,640
Money market fund	8,588
U.S. Treasuries	15,085
Government Agencies	44,678
Total	\$ 565,169

The weighted average maturity of the above investments is less than 90 days, for each investment category.

Credit Risk — The RTA’s policy for credit risk states no investment shall be made in short-term obligations of corporations unless such obligations are rated at the time of purchase within the highest classification established by at least two standard rating services, the investment matures no later than 180 days from the date of purchase and the issuer is domiciled in the United States. Investments in Agencies will be limited to obligations of the Federal National Mortgage Association, Federal Home Loan Mortgage Corporation and the Federal Home Loan Banks.

As of December 31, 2014, the RTA’s investments were as follows (amounts in thousands):

Investment Type	Fair Value	Credit Rating Standard		
		Moody's	& Poor's	Fitch
Commercial paper	\$ 54,987	P-2	A-2	F-2
Fixed Income securities	391,191	Aaa	AAAm	*
Illinois Funds	50,640	*	AAAm	*
Money market fund	8,588	Aaa-mf	AAAm	AAAmmf
U.S. Treasuries	15,085	Aaa	AA+	AAA
Government Agencies	44,678	Aaa	AA+	*
Total	\$ 565,169			

* Rating not available

Concentration of Credit Risk – Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. Except for commercial paper, the RTA’s investment policy does not specifically address a limitation of investments in a single issuer; instead the policy addresses credit risk using broad categories of investments. The RTA’s policy states the maximum percentage of the portfolio invested in commercial paper should not exceed 33.3%, money market mutual funds should not exceed

20.0%, U.S. Government Agency obligations should not exceed 20.0%, the Illinois Funds should not exceed 20% and Repurchase Agreements should not exceed 50.0%.

The RTA has investments in the following issuers that exceed 5% of the total investments:

In the Governmental funds, there are no investments in a single issuer that exceeds 5% of the total investments.

Joint Self-Insurance Fund Investment	Amount	% of Portfolio
Institutional Secured Funding	\$ 4,998	20%

The RTA's investments in money market funds are for liquidity and offer an alternative to other investment vehicles. Management has reviewed the investments in the money market funds and has determined that the types of investments included in the money market funds are consistent with the RTA's investment policy. These funds consist of U.S. Treasury Securities and Agencies.

The Illinois Funds investment pool (2a7-like pool) is managed by the Treasurer of the State of Illinois and is not registered with the SEC. The Illinois Funds targets maintaining a \$1 per share net asset value ("NAV") at all times. The Illinois Funds are recorded at amortized costs.

Pension Funds

Risk Posture - The RTA evaluated the assets and liabilities of the Pension Plan in order to determine an asset allocation that provides a high likelihood of achieving the responsibilities noted above. The obligations of current and future beneficiaries were evaluated under various market scenarios to develop an allocation that can be expected to generate a solid rate of return without incurring undue risk. In general, the risk posture of the Pension Plan is such that the portfolio is structured to maintain funding requirements and modestly grow assets through a low to moderate level of risk.

Custodial Credit Risk – Custodial credit risk is the risk that in the event of a bank failure, the RTA's pension deposits may not be returned to it. The RTA's Pension Plan policy does not explicitly indicate custodial credit risk. As of December 31, 2014, none of the Plan's cash was at risk. Based on the type of investments, the Plan's investments were not subjected to custodial credit risk.

Interest Rate Risk — Per the RTA's Pension Plan investment policy, the duration of the fixed income portfolio should be within 20% of the duration of the benchmark index.

As of December 31, 2014, the RTA's pension investments were as follows (amounts in thousands):

Investment Type	Fair Value	Weighted Average Maturity (Months)
Corporate fixed income mutual fund	\$ 63,210	54
Money market fund	14,966	1
Total fair value	<u>\$ 78,176</u>	
Portfolio weighted average maturity		44

Credit Risk — The RTA's pension policy for credit risk states at least 85% of the fixed income investments should be limited to securities with ratings of at least investment grade as defined by both Moody's and Standard & Poor's. Split rated bonds are to be governed by the lower rating. Unrated securities of the U.S. Treasury and government agencies are a permissible investment. No more than 15% of the portfolio may

be invested in investment-grade securities of foreign entities domiciled in countries included in the Salomon Brothers World Government Bond Index.

As of December 31, 2014, the credit ratings for RTA pension investments were as follows:

Investment Type	Total Fair Value (Amounts in Thousands)	Credit Rating (where available)		
		Moody's	Standard & Poor's	Fitch
Corporate fixed income mutual fund	\$ 63,210	NR	NR	NR
Money market fund	14,966	Aaa-mf	AAAm	NR
Total	<u>\$ 78,176</u>			

NR - not rated

Concentration of Credit Risk - Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The RTA's pension investment policy states that fixed income securities of a single issuer (excluding obligations of the United States Government and its agencies) should be limited to 5% of the fixed income portfolio, measured at market value. The RTA's pension policy states the asset allocation policy has been developed based on the objectives and characteristics of the pension liabilities, capital market expectations, and asset-liability projections. This policy is long-term oriented and consistent with the risk posture. The pension fund did not have any investments in a single issuer which were greater than 5% of the total plan's net position.

Derivative Instruments

The fair value balances and notional amounts of derivative instruments outstanding at December 31, 2014, classified by type, and the changes in fair value of such derivative instruments for the year then ended as reported in the 2014 financial statements are as follows (amounts in thousands):

	Changes in Fair Value		Fair Value at December 31, 2014		Notional
	Classification	Amount	Classification	Amount	
Governmental activities					
Fair value hedges:					
Receive-fixed interest rate swap	Deferred inflow	\$ (2,071)	Debt	\$ 7,686	\$ 75,110
Receive-fixed interest rate swap	Deferred inflow	(1,835)	Debt	7,097	92,834
Receive-fixed interest rate swap	Deferred inflow	(2,753)	Debt	10,646	139,251
Cash flow hedge:					
Pay-fixed interest rate swap	Deferred outflow	(862)	Debt	(22,889)	95,235
Investment derivatives:					
Basis swap	Investment revenue	468	Investment	345	177,869
Basis swap	Investment revenue	468	Investment	350	177,869
Basis swap	Investment revenue	207	Investment	(88)	52,000

Objective, Terms, Fair Value and Accounting of Derivative Instruments

The RTA engaged an independent pricing service with no vested interest in the interest rate swap transactions to perform the valuations, the required tests, and evaluation of all the swaps for compliance with GASB 53. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of each swap. All fair values were estimated using the zero-coupon discounting method. This method calculates the future payments required by the swap, assuming that the current forward rates implied by the yield curve are the market's best estimate of future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for a hypothetical zero-coupon rate bond due on the date of each future net settlement payment on the swaps.

The table below displays the objectives, terms, and fair values of the RTA's derivative instruments outstanding as of December 31, 2014, along with the counterparties and their credit ratings.

Type of Swap	Objective	RTA Pays	RTA Receives	Trade Date	Effective Date	Maturity Date	Current Notional	Counterparty	Ratings	Fair Value
Receive-fixed	Hedge of fair value changes in the Series 1990 A, 1994 B, and 1994 D bonds	SIFMA Swap Index	4.30200%	11/16/2001	11/20/2001	06/01/2020	\$75,110,000	UBS AG	A2/A/A	\$ 7,686,419
Pay-fixed	Hedge of changes in cash flows on the Series 2005 B bonds	4.95200%	70% of USD-LIBOR	12/13/2002	06/01/2005	06/01/2025	\$95,235,000	JPMorgan Chase Bank, N.A.	Aa3/A+/A+	\$ (22,889,211)
Basis	Reduce interest expense (investment instrument under GASB 53)	SIFMA Swap Index	78.25% of USD-LIBOR	08/07/2003	08/11/2003	06/01/2024	\$177,869,000	Merrill Lynch Capital Services, Inc. (Bank of America)	Baa2/A-/A	\$ 344,699
Basis	Reduce interest expense (investment instrument under GASB 53)	SIFMA Swap Index	78.25% of USD-LIBOR	08/07/2003	08/11/2003	06/01/2024	\$177,869,000	UBS AG	A2/A/A	\$ 349,835
Basis	Reduce interest expense (investment instrument under GASB 53)	SIFMA Swap Index	79% of USD-LIBOR	03/22/2005	03/29/2005	07/01/2023	\$52,000,000	JPMorgan Chase Bank, N.A.	Aa3/A+/A+	\$ (87,615)
Receive-fixed	Hedge of fair value changes in the Series 2000 A and 2006 A	SIFMA Swap Index	4.36700%	06/07/2007	06/11/2007	07/01/2030	\$92,834,000	JPMorgan Chase Bank, N.A.	Aa3/A+/A+	\$ 7,097,113
Receive-fixed	Hedge of fair value changes in the Series 2000 A and 2006 A	SIFMA Swap Index	4.36700%	06/07/2007	06/11/2007	07/01/2030	\$139,251,000	Goldman Sachs Bank USA	A2/A-/A	\$ 10,645,670

The receive-fixed swap transactions are associated with fixed rate debt. Combining a receive-fixed pay-variable rate swap with fixed-rate debt results in what is termed "synthetic" variable-rate debt. It is called synthetic because the economics are similar to floating-rate debt, but an additional instrument is involved unlike traditional floating-rate debt. When the RTA created synthetic floating-rate debt, it had very little unhedged variable-rate exposure in its overall debt profile.

The three swaps where the RTA receives a fixed rate and pays a floating rate are considered fair value hedges. They all qualify for hedge accounting under GASB 53, therefore all cumulative changes in fair value as of December 31, 2014, which were all assets, were offset by a corresponding deferred inflow liability on the statement of net position.

The one swap where the RTA pays a fixed rate and receives a floating rate is considered a cash flow hedge. The swap exceeds the underlying \$125.9 million bond principal by approximately \$0.5 million of notional. This pay-fixed swap transaction is associated with variable debt. Combining a pay-fixed/receive-variable rate swap with variable-debt results in what is termed “synthetic” fixed-rate debt. It is called synthetic because the economics are similar to fixed-rate debt, but an additional instrument is involved unlike traditional fixed-rate debt. The RTA received a payment of \$11.7 million when the swap agreement was entered into.

The three swaps where the RTA pays and receives floating rates, basis swaps, are deemed investment instruments under GASB 53 and are accounted for as investment instruments.

There are three main strategies the RTA pursues with respect to each transaction. Each swap can achieve one or more of these strategies. Then as a result of execution of the derivative, its value will change with respect to how prevailing rates in each reporting period compare to when the derivative was put in place. The accumulated changes in fair value or total fair value of all the derivatives are a function of how prevailing interest rates and other market factors affect each transaction at each reporting period. Pursuant to GASB 53, each swap transaction is then evaluated to determine what type of accounting treatment to apply.

(i) Mitigate the effect of fluctuations in variable interest rates. This is the primary function of the swap. The RTA pays a fixed rate, and receives a floating rate. In an interest rate environment whose level is generally higher than the rate at which the RTA is fixed, the swap would result in a positive value to the RTA. Correspondingly, a lower rate environment than the fixed rate would result in a negative value to the RTA. The value primarily depends on the overall level of interest rates on the reporting date compared to what the RTA pays. The overall level of long-term interest rates from period to period is the primary driver of changes in value recorded from the investment derivatives where the RTA pays fixed and receives a floating rate. Interest rates have trended lower since inception of the pay-fixed swap, therefore, the mark-to-market value is generally more negative to the RTA.

(ii) Reduce interest expense from expected benefit resulting from the difference between tax-exempt and taxable rates. This is a function of the swap where the RTA receives a percentage of 1-month LIBOR when hedging tax-exempt variable debt, with the expectation of receiving an ongoing net benefit from paying a lower fixed rate at the time of putting on the swap transaction. The historical average ratio of 1-month LIBOR (short-term taxable rates) versus tax-exempt rates, a direct function of tax rates, is approximately 70%, but the ratio of long-term taxable rates and long-term tax-exempt rates is normally significantly higher than the percentage received by the RTA on the fixed-rate swap. Therefore, the fixed rate payable in exchange for a smaller percentage of LIBOR plus applicable spread will be significantly less than a long-term tax-exempt fixed rate. This reduction in fixed rate is the value of the benefit, the risk being tax rates change over the life of the percentage of LIBOR swap, or the variable rates on the RTA’s hedged bonds do not closely match the percentage of LIBOR variable rate on the swap. The value of such a swap is determined by the prevailing level of taxable interest rates, with no reference to tax-exempt interest rates.

For the three basis swaps, the RTA receives 78.25% and 79% of 1-month LIBOR which is significantly higher than the historical average ratio of 70% stated above. This additional receipt to the RTA is the expected benefit and reduction to interest expense for the life of the basis swap transaction. The value of such a swap is determined by the prevailing level of taxable interest rates received versus the level of tax-exempt interest rates paid.

(iii) Converting a portion of fixed-rate debt to variable in an environment of higher long term fixed rates and lower variable interest rates, with no ongoing liquidity fees. This is the function of the swaps where the RTA receives fixed and pays the SIFMA Swap Index. The cancellation option in the two swaps mirrors the RTA’s call option on the underlying bonds. Including this option in the receive-fixed swap increased the fixed-rate receivable to the RTA. If either counterparty exercises their option and cancels the swap, interest rates will likely have declined, also allowing the RTA to refund the underlying fixed rate bonds for savings. The value of each swap is determined by the prevailing level of interest rates, and if applicable, the value of the cancellation option which is an asset to the counterparty. Interest rates have trended lower since

inception of the receive-fixed swaps; therefore, the mark-to-market value is generally more positive to the RTA.

Risks

Credit risk. This is the risk that the counterparty fails to perform according to its contractual obligations. The appropriate measurement of this risk at the reporting date is the sum fair value of swaps netting, or aggregating under a contract between the RTA and each counterparty. The RTA would be exposed to credit risk on derivative instruments under a netting agreement that would sum to an asset position. As of December 31, 2014, the RTA has credit risk exposure to Goldman Sachs Bank USA and UBS AG. This is because the transactions associated with each counterparty net to a positive fair value, meaning the RTA is exposed to the counterparty in the amount of the derivative contracts' fair values. However, should interest rates change and the fair values become negative, the RTA would not be exposed to credit risk.

The RTA has no credit risk exposure on the rest of the swap contracts because the swaps under each netting agreement with each counterparty have negative fair values, meaning the counterparties are exposed to the RTA in the amount of the derivatives' fair values. However, should interest rates change and the fair values of the swaps become positive, the RTA would be exposed to credit risk.

The swap agreements contain varying collateral agreements with the counterparties. The swaps require collateralization of the fair value of the swap should the counterparty's credit rating fall below the applicable thresholds.

Interest rate risk. The RTA is exposed to interest rate risk on its interest rate swaps. On the receive fixed/pay variable, as interest rates increase, the risk increases. On pay fixed/receive variable, as interest rates decrease, the risk increases.

Basis risk. Basis risk is the risk that the interest rate paid by the RTA on underlying variable rate bonds to bondholders differs from the variable swap rate received from the applicable counterparty. The RTA bears basis risk on its fixed rate swap. The swap has basis risk since the RTA receives a percentage of LIBOR to offset the actual variable bond rate the RTA pays on its bonds. The RTA is exposed to basis risk should the floating rate that it receives on a swap be less than the actual variable rate the RTA pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the expected cost savings from the swap may not be realized.

Termination risk. The RTA or the counterparty may terminate any of the swaps if the other party fails to perform under the terms of the respective contracts. If the fixed-rate swap is terminated, the associated variable-rate bonds would no longer be hedged to a fixed rate. If at the time of termination the swaps have a negative fair value, the RTA would be liable to the counterparty for a payment equal to the swap's fair value.

Hedging derivative instrument payments and hedged debt. As of December 31, 2014, aggregate debt service requirements of the RTA's debt (fixed rate and variable rate) and net receipts/payments on associated hedging derivative instruments are as follows. These amounts assume that current interest rates on variable-rate bonds and the current reference rates of hedging derivative instruments will remain the same for their term. As these rates vary, interest payments on variable-rate bonds and net receipts/payments on the hedging derivative instruments will vary. The schedule below represents pay fixed derivative.

<u>Year Ending December 31,</u>	<u>(Amounts in Thousands)</u>			
	<u>Principal</u>	<u>Interest</u>	<u>Hedging Derivatives, Net</u>	<u>Total</u>
2015	\$ 3,910	\$ 3,062	\$ (4,517)	\$ 2,455
2016	685	2,986	(4,405)	(734)
2017	720	2,963	(4,370)	(687)
2018	4,735	2,873	(4,260)	3,348
2019	4,955	2,712	(3,989)	3,678
2020-2024	69,625	7,645	(11,277)	65,993
2025	10,105	166	(247)	10,024
Total	\$ 94,735	\$ 22,407	\$ (33,065)	\$ 84,077

NOTE 4. INTERGOVERNMENTAL RECEIVABLES AND PAYABLES

The intergovernmental receivables and payables in the statement of net position comprise the following:

Receivable	Amount (In Thousands)
General Fund:	
Sales taxes	\$ 33,474
Innovation, Coordination & Enhancement (ICE)	251
State assistance (ASA & AFA)	108,412
Public Transportation Fund (PTF)	83,450
Pace ADA Paratransit	7,004
Interest on sales tax	13
Illinois Department of Transportation (IDOT) grants and others	3,613
JSIF Claims and Other Advances	14
Total Intergovernmental Receivables	\$ 236,231
Payable	
General Fund:	
Operating Assistance	\$ 119,399
RTA SB Cap Pay	276
State bond payable SB	30,673
Capital assistance	4,205
Reduced Fare Replacement Payable	1,586
Total General Fund	156,139
Capital Projects Fund:	
Capital grants	2,436
Total Intergovernmental Payables	\$ 158,575

NOTE 5. DUE TO/FROM OTHER FUNDS

Various transactions result in “due to/from other funds” balances. In most cases, the General Fund advances payments on behalf of other funds.

The General Fund makes monthly transfers to the Debt Service Fund and occasionally makes transfers to the Joint Self-Insurance Fund. The General Fund owes the Pension Trust Fund for its share of contributions during the period. Cash receipts and payments on behalf of the Sales Tax Agency Fund originate in the General Fund.

On December 31, 2014, the amounts due to/from other funds presented in the Governmental Funds Balance Sheet, the Joint Self-Insurance Fund Statement of Net Position, and the Fiduciary Funds Statement of Fiduciary Net Position are as follows:

<u>Receivable Fund</u>	<u>Payable Fund</u>	Amount (In Thousands)
General	Pension	\$ 18
General	Joint Self-Insurance	13
Joint Self-Insurance	General	530

NOTE 6. INTERFUND TRANSFERS

Various transactions result in “transfer in/out” balances from funds. Transfer in/out balances presented on the Governmental Fund’s Statement of Revenues, Expenditures and Changes in Fund Balances and the Business Type Activities Fund’s Statement of Revenues, Expenses and Changes in Net Position are as follows:

<u>Transfer Out Fund</u>	<u>Transfer In Fund</u>	Amount (In Thousands)
Debt Service	Capital projects	\$ 7
General	Debt Service	299,700
General	Joint Self-Insurance	6,329

The purpose of interfund transfers from the General Fund to Debt Service is to satisfy the RTA’s obligations to bondholders for principal and interest. The purpose of the interfund transfer from the General Fund to the Joint Self-Insurance Fund is to make a capital contribution to the fund to purchase insurance.

NOTE 7. ADVANCES TO SERVICE BOARDS

The Illinois Department of Revenue (“IDOR”) sends a “13th month” sales tax advance to compensate for the delayed processing of sales tax payments to the RTA. Each year, IDOR calculates the amount and the RTA verifies that calculation. The allocations to the Service Boards are set forth below (amounts in thousands):

CTA	\$ 36,277
Metra	31,439
Pace	<u>9,938</u>
Total Service Board Advances	<u>\$ 77,654</u>

Sales tax advances have also been reported as current liabilities in the Agency Sales Tax Fund.

NOTE 8. CAPITAL ASSETS

The following is a summary of changes in capital assets during the fiscal year (amounts in thousands):

	Balance at January 1, 2014	Additions	Retirements	Balance at December 31, 2014
<u>Depreciable:</u>				
Office furniture and equipment	\$ 844	\$ 8	\$ -	\$ 852
Computer equipment	4,606	557	-	5,163
Leasehold improvements	1,723	34	-	1,757
Subtotal	<u>7,173</u>	<u>599</u>	<u>-</u>	<u>7,772</u>
Less accumulated depreciation:				
Office furniture and equipment	791	32	-	823
Computer equipment	3,197	595	-	3,792
Leasehold improvements	1,041	149	-	1,190
Subtotal	<u>5,029</u>	<u>776</u>	<u>-</u>	<u>5,805</u>
Total Depreciable	2,144	(177)	-	1,967
<u>Non-depreciable:</u>				
Capital in Progress -Technology Program	12,215	1,279	3,937	9,557
Total Capital assets—net of accumulated depreciation	<u>\$ 14,359</u>	<u>\$ 1,102</u>	<u>\$ 3,937</u>	<u>\$ 11,524</u>

All capital assets are associated with governmental activities.

During 2014, the total depreciation for administrative expense were \$776 thousand.

NOTE 9. GENERAL OBLIGATION BONDS AND NOTES PAYABLE

Changes during the year in bonds payable were as follows (amounts in thousands):

	January 1, 2014	New Issues	Current Retirements	December 31, 2014	Due Within One Year
1990A	\$ 43,825	\$ -	\$ 5,035	\$ 38,790	\$ 5,395
1991A	47,290	-	4,660	42,630	4,970
1994A* & 1994B	24,395	-	-	24,395	-
1994C* & 1994D	48,980	-	2,210	46,770	7,360
1997 Refunding	44,420	-	3,530	40,890	3,750
1999* Refunding	223,170	-	16,735	206,435	17,720
2000A*	200,460	-	7,005	193,455	7,425
2001A*	77,580	-	2,595	74,985	2,740
2001B* Refunding	29,800	-	2,295	27,505	2,425
2002A*	128,290	-	3,900	124,390	4,120
2003A*	215,765	-	6,235	209,530	6,575
2003B	124,420	-	3,610	120,810	3,805
2004A*	220,740	-	5,950	214,790	6,255
2005B Refunding	103,160	-	8,425	94,735	3,910
2006A*	226,015	-	4,630	221,385	4,970
2010A	49,055	-	4,450	44,605	4,670
2010B	112,925	-	-	112,925	-
2011A Refunding	83,510	-	12,475	71,035	13,000
2012A Cash Note	300,000	-	300,000	-	-
2013 CP Cash Note	-	50,000	50,000	-	-
2014A	-	99,295	-	99,295	1,520
2014A1 Cash Note	-	225,000	-	225,000	-
Subtotal	2,303,800	374,295	443,740	2,234,355	100,610
Unamortized bond premium	104,699	8,006	6,680	106,025	-
Total	\$ 2,408,499	\$ 382,301	\$ 450,420	\$ 2,340,380	\$ 100,610

* Strategic Capital Improvement Program (SCIP) Bonds

At December 31, 2014, the total general obligation bonds payable of \$2,234.4 million are classified as current and long-term in the Statement of Net Position in the amounts of \$100.6 million and \$2,133.8 million, respectively.

Debt Service Requirements—The “debt service requirements” set forth in the following tables represent payments due the bondholders, as required by the respective bond agreements. The amounts do not represent sinking fund payments the RTA must deposit with the trustee.

Following is a summary of all debt service requirements (in thousands).

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 100,610	\$ 112,892	\$ 213,502
2016	331,385	107,014	438,399
2017	112,875	99,177	212,052
2018	119,775	92,362	212,137
2019	126,750	85,334	212,084
2020-2024	575,040	328,458	903,498
2025-2029	460,685	190,406	651,091
2030-2034	333,660	67,351	401,011
2035-2039	45,335	11,132	56,467
2040-2044	28,240	3,671	31,911
Total	<u>\$ 2,234,355</u>	<u>\$ 1,097,797</u>	<u>\$ 3,332,152</u>

All amounts in the debt service requirement tables below, and on the following pages, are expressed in thousands.

1990 General Obligation Bonds—In May 1990, the RTA issued \$100 million in General Obligation Bonds, Series 1990A, to establish a Capital Projects Fund to provide the source of paying costs of the Capital Program for the Service Boards.

The Series 1990A Bonds mature on November 1 over a thirty-year period and interest is payable at rates ranging from 6.00% to 7.30% on May 1, 1990 and semiannually thereafter on November 1 and May 1 in each remaining year.

Debt service requirements on the Series 1990A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 5,395	\$ 2,793	\$ 8,188
2016	5,785	2,404	8,189
2017	6,200	1,988	8,188
2018	6,645	1,542	8,187
2019	7,125	1,063	8,188
2020	7,640	550	8,190
Total	<u>\$ 38,790</u>	<u>\$ 10,340</u>	<u>\$ 49,130</u>

1991 General Obligation Bonds—In November 1991, the RTA issued \$100 million in General Obligation Bonds, Series 1991A, to replenish the Capital Projects Fund and to provide the source for paying costs of the Capital Program for the Service Boards.

The Series 1991A Bonds mature on November 1 over a thirty-year period and interest is payable at rates ranging from 4.85% to 6.55% on May 1, 1992 and semiannually thereafter on November 1 and May 1 in each remaining year.

Debt service requirements on the 1991A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 4,970	\$ 2,856	\$ 7,826
2016	5,305	2,523	7,828
2017	5,660	2,168	7,828
2018	6,040	1,789	7,829
2019	6,445	1,384	7,829
2020-2021	14,210	1,443	15,653
Total	\$ 42,630	\$ 12,163	\$ 54,793

1994 General Obligation Bonds—In May 1994, the RTA issued \$195 million in General Obligation Bonds, Series 1994A, to pay the costs of purchasing and reconstructing railcars for Metra. Proceeds of Series 1994A Bonds may also be used to purchase new paratransit vehicles for Pace and for rehabilitation of railcars for the CTA. The RTA also issued \$80 million in General Obligation Bonds, Series 1994B, to pay the costs of reconstruction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 1994A and 1994B Bonds mature on June 1, over a thirty-year period and interest is payable at rates ranging from 3.75% to 8.00% on December 1, 1994 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1994A and 1994B Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 1,952	\$ 1,952
2016	11,725	1,483	13,208
2017	12,670	507	13,177
Total	\$ 24,395	\$ 3,942	\$ 28,337

In December 1994, the RTA issued \$62 million in General Obligation Bonds, Series 1994C, to pay for capital projects of the Service Boards required by the ADA for vehicle rehabilitation and the construction or renewal of support facilities. The RTA also issued \$130 million in General Obligation Bonds, Series 1994D, to pay for portions of the CTA's rehabilitation of the Green Line elevated structure, track replacement and repair or replacement of bus supporting services, and for Pace's construction of bus garages and purchase of new buses and paratransit vehicles.

The 1994C and 1994D Bonds mature on June 1 over a thirty-year period and interest is payable at rates ranging from 5.30% to 7.75% on June 1, 1995 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1994C and 1994D Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 7,360	\$ 3,339	\$ 10,699
2016	7,955	2,746	10,701
2017	8,600	2,105	10,705
2018	9,295	1,411	10,706
2019	10,040	662	10,702
2020	3,520	136	3,656
Total	\$ 46,770	\$ 10,399	\$ 57,169

1997 General Obligation Refunding Bonds—In September 1997, the RTA issued \$98 million in General Obligation Bonds, Series 1997, to provide funds to refund in advance of maturity the RTA's outstanding Series 1990A Bonds, maturing November 1 in the years 2001-2002, in the aggregate amount of \$4 million, Series 1991A Bonds, maturing November 1 in the years 2002-2006, 2008 and 2011, in the aggregate amount of \$29 million, Series 1992B Bonds, maturing June 1 in the years 2015 and 2022, in the aggregate amount of \$18 million and Series 1993B Bonds, maturing June 1 in the years 2004-2009, 2013 and 2023, in the aggregate amount of \$47 million.

The Series 1997 Refunding Bonds mature on June 1 over a twenty-six year period and interest is payable at rates ranging from 4.00% to 6.00% on December 1, 1997 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1997 Refunding bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 3,750	\$ 2,341	\$ 6,091
2016	3,980	2,109	6,089
2017	4,230	1,863	6,093
2018	4,485	1,601	6,086
2019	4,765	1,324	6,089
2020-2023	19,680	2,235	21,915
Total	\$ 40,890	\$ 11,473	\$ 52,363

1999 General Obligation Refunding Bonds—In August 1999, the RTA issued \$299 million in General Obligation Bonds, Series 1999, to provide funds to refund in advance of maturity the RTA's outstanding Series 1992A Bonds, maturing June 1 in the years 2015 and 2022, in the aggregate amount of \$114 million, Series 1993A Bonds, maturing June 1 in the years 2009 and 2013, in the aggregate amount of \$10 million, Series 1994A Bonds, maturing June 1 in the years 2006-2009, 2012, 2015 and 2024, in the aggregate amount of \$143 million and Series 1994C Bonds, maturing June 1 in the year 2025, in the aggregate amount of \$22 million.

The Series 1999 Refunding Bonds mature on June 1 over a twenty-five year period and interest is payable at rates ranging from 5.00% to 6.00% on December 1, 1999 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 1999 Refunding Bonds to maturity are set forth below:

<u>Year Ending</u> <u>December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 17,720	\$ 11,416	\$ 29,136
2016	10,425	10,607	21,032
2017	11,045	9,990	21,035
2018	21,400	9,057	30,457
2019	22,650	7,790	30,440
2020-2024	118,975	17,177	136,152
2025	4,220	126	4,346
Total	\$ 206,435	\$ 66,163	\$ 272,598

2000 General Obligation Bonds—In June 2000, the RTA issued \$260 million in General Obligation Bonds, Series 2000A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 2000A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.75% to 6.25% on January 1, 2001 and semiannually thereafter on July 1 and January 1 in each remaining year.

Debt service requirements on the Series 2000A Bonds to maturity are set forth below:

<u>Year Ending</u> <u>December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 7,425	\$ 12,360	\$ 19,785
2016	7,870	11,896	19,766
2017	8,345	11,404	19,749
2018	8,860	10,883	19,743
2019	9,405	10,329	19,734
2020-2024	56,560	42,064	98,624
2025-2029	76,650	21,514	98,164
2030	18,340	1,192	19,532
Total	\$ 193,455	\$ 121,642	\$ 315,097

2001 General Obligation Bonds—In April 2001, the RTA issued \$100 million in General Obligation Bonds, Series 2001A, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2001A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 6.0% in January 2001 and semiannually thereafter on July 1 and January 1 in each remaining year.

Debt service requirements on the Series 2001A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 2,740	\$ 4,436	\$ 7,176
2016	2,895	4,264	7,159
2017	3,060	4,091	7,151
2018	3,230	3,907	7,137
2019	3,415	3,729	7,144
2020-2024	20,195	15,547	35,742
2025-2029	26,590	8,819	35,409
2030-2031	12,860	1,168	14,028
Total	\$ 74,985	\$ 45,961	\$ 120,946

In March 2001, the RTA issued \$38 million in General Obligation Bonds, Series 2001B, to provide funds to refund in advance of maturity the RTA's outstanding series 1993A Bonds, maturing June 1 in the years 2004-2008, in the aggregate amount of \$38 million.

The Series 2001B Refunding Bonds mature on June 1 over a twenty-three year period and interest is payable at rates ranging from 4.00% to 5.50% on June 1, 2001 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2001B Refunding Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 2,425	\$ 1,446	\$ 3,871
2016	2,560	1,309	3,869
2017	2,710	1,164	3,874
2018	2,865	1,011	3,876
2019	3,025	848	3,873
2020-2023	13,920	1,584	15,504
Total	\$ 27,505	\$ 7,362	\$ 34,867

2002 General Obligation Bonds—In March 2002, the RTA issued \$160 million in General Obligation Bonds, Series 2002A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 2002A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 6.0% on July 1, 2002 and semiannually thereafter on January 1 and July 1 in each remaining year.

Debt service requirements on the Series 2002A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 4,120	\$ 7,431	\$ 11,551
2016	4,350	7,194	11,544
2017	4,600	6,944	11,544
2018	4,860	6,679	11,539
2019	5,140	6,387	11,527
2020-2024	30,535	26,938	57,473
2025-2029	40,450	16,654	57,104
2030-2032	30,335	3,708	34,043
Total	\$ 124,390	\$ 81,935	\$ 206,325

2003 General Obligation Bonds—In May 2003, the RTA issued \$260 million in General Obligation Bonds, Series 2003A, to pay the costs of construction, acquisition, repair and replacement of certain public transportation facilities for the Service Boards.

The Series 2003A Bonds mature on July 1 over a thirty-year period and interest is payable at rates ranging from 2.0% to 5.5% on January 1, 2004 and semiannually thereafter on January 1 and July 1 in each remaining year.

Debt service requirements on the Series 2003A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 6,575	\$ 12,092	\$ 18,667
2016	6,940	11,731	18,671
2017	7,320	11,349	18,669
2018	7,720	10,946	18,666
2019	8,145	10,522	18,667
2020-2024	47,975	45,375	93,350
2025-2029	62,235	30,314	92,549
2030-2033	62,620	9,633	72,253
Total	\$ 209,530	\$ 141,962	\$ 351,492

In January 2003, the RTA issued \$150 million in General Obligation Bonds, Series 2003B, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2003B Bonds mature on June 1 over a thirty-year period and interest is payable at rates ranging from 4.0% to 5.5% on June 1, 2003 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2003B Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 3,805	\$ 6,669	\$ 10,474
2016	4,010	6,454	10,464
2017	4,225	6,228	10,453
2018	4,455	5,989	10,444
2019	4,695	5,738	10,433
2020-2024	27,545	24,413	51,958
2025-2029	35,820	15,711	51,531
2030-2032	36,255	4,306	40,561
Total	\$ 120,810	\$ 75,508	\$ 196,318

2004 General Obligation Bonds—In October 2004, the RTA issued \$260 million in General Obligation Bonds, Series 2004A, to pay the costs of construction, acquisition, repair, and replacement of certain public transportation facilities for the Service Boards.

The Series 2004A Bonds mature on June 1 over a thirty-year period and interest is payable at rates ranging from 5.0% to 5.75% on June 1, 2005 and semiannually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2004A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 6,255	\$ 11,880	\$ 18,135
2016	6,575	11,511	18,086
2017	6,920	11,123	18,043
2018	7,295	10,715	18,010
2019	7,685	10,294	17,979
2020-2024	45,120	44,516	89,636
2025-2029	58,660	30,575	89,235
2030-2034	76,280	11,426	87,706
Total	\$ 214,790	\$ 142,040	\$ 356,830

2005 General Obligation Bonds— In May 2005, the RTA issued \$148 million in General Obligation Bonds, Series 2005B, to provide funds to refund in advance of maturity the RTA's outstanding Series 1996A Bonds, maturing June 1 in the years 2005-2025, in the aggregate amount of \$147 million.

The Series 2005B Bonds mature on June 1 over a twenty year period and interest is payable at variable rates which reset weekly based on current market rates.

Debt service requirements on the Series 2005B Refunding Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest*</u>	<u>Total</u>
2015	\$ 3,910	\$ 3,062	\$ 6,972
2016	685	2,986	3,671
2017	720	2,963	3,683
2018	4,735	2,873	7,608
2019	4,955	2,712	7,667
2020-2024	69,625	7,645	77,270
2025	10,105	166	10,271
Total	<u>\$ 94,735</u>	<u>\$ 22,407</u>	<u>\$ 117,142</u>

* Interest was calculated using a rate of 3.3%.

2006 General Obligation Bonds—In October 2006, the RTA issued \$250 million in General Obligation Bonds, Series 2006A, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities.

The Series 2006A Bonds mature on July 1, over a thirty year period and interest is payable at rates ranging from 4.25% to 5.00% on January 1, 2007 and semiannually thereafter on January 1 and July 1 in each remaining year.

Debt service requirements on the Series 2006A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 4,970	\$ 10,815	\$ 15,785
2016	5,285	10,566	15,851
2017	5,615	10,302	15,917
2018	5,970	10,021	15,991
2019	6,295	9,722	16,017
2020-2024	56,335	42,668	99,003
2025-2029	92,705	23,054	115,759
2030-2034	31,665	9,002	40,667
2035	12,545	565	13,110
Total	<u>\$ 221,385</u>	<u>\$ 126,715</u>	<u>\$ 348,100</u>

2010 General Obligation Bonds—In January 2010, the RTA issued \$62.2 million in General Obligation Bonds, Series 2010A, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities.

The Series 2010A Bonds mature on July 1, over a thirteen year period and interest is payable at rates ranging from 4.00% to 5.00% on July 1, 2010 and annually thereafter on July 1 in each remaining year.

Debt service requirements on the Series 2010A Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 4,670	\$ 2,230	\$ 6,900
2016	4,905	1,997	6,902
2017	5,150	1,752	6,902
2018	5,405	1,494	6,899
2019	5,680	1,223	6,903
2020-2022	18,795	1,910	20,705
Total	<u>\$ 44,605</u>	<u>\$ 10,606</u>	<u>\$ 55,211</u>

In January 2010, the RTA issued \$112.9 million in General Obligation Bonds, Series 2010B, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain public transportation facilities.

The Series 2010B Bonds mature on July 1, over a twenty-five year period and interest is payable at rates ranging from 5.40% to 5.90% on July 1, 2010 and annually thereafter on July 1 in each remaining year.

Debt service requirements on the Series 2010B Bonds to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 6,622	\$ 6,622
2016	-	6,622	6,622
2017	-	6,622	6,622
2018	-	6,622	6,622
2019	-	6,621	6,621
2020-2024	14,025	32,736	46,761
2025-2029	39,915	24,902	64,817
2030-2034	48,185	12,133	60,318
2035	10,800	648	11,448
Total	<u>\$ 112,925</u>	<u>\$ 103,528</u>	<u>\$ 216,453</u>

2011 General Obligation Bonds—In July 2011, the RTA issued \$95.6 million in General Obligation Bonds, Series 2011A, to pay when due, or refund in advance of their maturities a portion of the RTA's Outstanding General Obligation Bonds, Series 2002B maturing from 2013 through 2019 and to pay Costs of Issuance of the Series 2011A Bonds.

The Series 2011A Bonds mature on June 1, over an eight-year period and interest is payable at rates ranging from 4.00% to 5.00% on December 1, 2011 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Debt service requirements on the Series 2011A Bonds to maturity are set forth below:

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2015	\$ 13,000	\$ 3,227	\$ 16,227
2016	13,560	2,563	16,123
2017	14,165	1,870	16,035
2018	14,810	1,145	15,955
2019	15,500	388	15,888
Total	\$ 71,035	\$ 9,193	\$ 80,228

2012 Cash Notes—The 2012 notes matured in equal par amounts of \$150 million on April 1, 2014 and June 1, 2014. The full debt service liability was paid on the schedule maturity dates and is no longer outstanding.

2014 General Obligation Bonds – In February 2014 RTA issued \$99.3 million in General Obligation Bonds, Series 2014A, to finance a portion of the costs incurred in connection with the construction, acquisition, repair and replacement of certain transportation facilities.

The Series 2014A Bonds mature on June 1, over a thirty-year period and interest is payable at rates ranging from 3.00% to 5.00% on June 1, 2014 and semi-annually thereafter on June 1 and December 1 in each remaining year.

Year Ending December 31	Debt Service Requirements		
	Principal	Interest	Total
2015	\$ 1,520	\$ 4,862	\$ 6,382
2016	1,575	4,808	6,383
2017	1,640	4,744	6,383
2018	1,705	4,677	6,381
2019	1,785	4,598	6,383
2020-2024	10,385	21,521	31,906
2025-2029	13,335	18,571	31,905
2030-2034	17,120	14,783	31,903
2035-2039	21,990	9,919	31,908
2040-2044	28,240	3,671	31,911
Total	\$ 99,295	\$ 92,154	\$ 191,449

2014 Cash Notes- In May 2014, the RTA issued \$225 million Working Cash Notes ,Series 2014A1 (Taxable) to provide funds to manage the cash flow needs of the RTA and the service boards, including the payment of existing RTA obligations and cost issue the notes.

The Series 2014A1 Working Cash Notes mature April 1, 2016 and May 6, 2016 and interest is payable at 0.50% and 0.55%, respectively.

Debt service requirements on the Series 2014 Working Cash Notes to maturity are set forth below:

<u>Year Ending December 31</u>	<u>Debt Service Requirements</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 1,063	\$ 1,063
2016	225,000	1,241	226,241
	<u>\$ 225,000</u>	<u>\$ 2,304</u>	<u>\$ 227,304</u>

In May 2013, the RTA entered an agreement to issue commercial paper notes up to \$93 million. The notes are secured by a letter of credit issued by Wells Fargo that terminates May 2015. The letter of credit provider has a subordinate lien on the RTA sales tax revenue and the State match of the RTA's sales tax revenue. During 2013, the maximum usage of the facility was \$10 million. As of December 31, 2014, the facility balance was \$0. The interest rate floats according to the market conditions at the time of a draw and is taxable to investors.

All the bonds are recorded as current and long-term liabilities, as applicable, of the governmental activities in the government-wide statement of net position, and are general obligations of the RTA to which the full faith and credit of the RTA are pledged. The bonds are payable from all revenues and all other funds received or held by the RTA (except amounts in the Joint Self-Insurance Fund and amounts required to be held or used with respect to separate ordinance obligations) that lawfully may be used for retiring the debt.

The bonds are secured by an assignment of a lien on the sales taxes imposed by the RTA. All sales tax receipts are to be paid directly to the trustee by officials of the State. If, for any reason, the required monthly debt service payment has not been made by the RTA, the trustee is to deduct it from the sales tax receipts. If all payments have been made, the funds are made available to the RTA for regular use.

Under the RTA Act, the Service Boards' fare box receipts and funds on hand are not available for payment of debt service.

In the Debt Service Fund, \$211,471 thousand in investments are available to service principal and interest payments of the RTA's long-term debt as of December 31, 2014.

NOTE 10. PENSION

Plan Description—Effective July 1, 1976, the RTA participates, along with Metra and Pace, in a cost-sharing multi-employer noncontributory defined benefit pension plan, the Regional Transportation Authority Pension Plan ("Plan"), covering substantially all employees not otherwise covered by a union pension plan. The responsibilities for establishing, administering, and amending the Plan are divided among a Board of Trustees, a Retirement Committee, a Plan Administrator, and the RTA Board of Directors ("Plan Administrators").

The Plan is classified as a "governmental plan" and is, therefore, generally exempt from the provisions of the Employee Retirement Income Security Act of 1974. The Internal Revenue Service has issued a letter of determination dated September 30, 1988 stating that the Plan is qualified under Section 401(a) of the Internal Revenue Code ("Code") and is, therefore, exempt from Federal income taxes under the provisions of Section 501(a) of the Code. The Plan operates on a calendar fiscal year.

Pension Benefits—Participants are entitled to annual pension benefits upon normal retirement at age 65. Such benefits are generally based on a percentage of the average annual compensation in the highest three years of service, whether consecutive or not, multiplied by the number of years of credited service.

The Plan provides that, upon retirement, benefits payable will be reduced by a defined percentage of pension benefits payable to participants who received credit for prior service with an eligible employer. Because information with respect to these benefits is not readily available until retirement, the information included in the accumulated plan benefits and changes in accumulated plan benefits with respect to active and terminated participants does not reflect a reduction of these benefits.

The Plan permits early retirement at age 55 after completing ten years of credited service with reduced benefits. As a result of the August 1, 1999 amendment to the Plan, participants may receive their full vested benefits if they are at least 55 years of age and their combined age and credited years of service equals 85 or higher.

The Plan provides for benefit payments to beneficiaries based on one of the payment methods selected by participants, as outlined in the Plan.

Disability Benefits—An employee is eligible for a disability pension if he or she becomes disabled after the completion of ten years of credited service, and is no longer receiving long-term disability benefits under a separate RTA benefit plan, or after reaching age 65, whichever is later.

Contributions and Vesting—The Plan is funded solely by employer contributions, which are actuarially determined under the projected unit credit method. During 2014, the RTA Board approved a resolution that a contribution of \$13,689,000 be made to the Plan. The contribution is allocated as follows: Metra - \$6,466,096; Pace - \$5,579,076; RTA - \$1,644,024. As of December 31, 2014, \$13,689,00 had been funded and was reported as pension contribution by the Pension Fund in the Statements of Changes in Plan Net Position. The 2014 contribution levels were within the actuarially determined ranges for the respective years.

Significant actuarial assumptions used to compute contribution requirements are the same as those used to determine the actuarial accrued liability presented in the note to the Required Supplementary Information.

Participating employees do not contribute to the Plan. If participants terminate continuous service before rendering five years (ten years prior to January 1, 1987) of credited service, they forfeit the right to receive the portion of their accumulated benefits attributable to employer contributions. All forfeitures are applied to reduce the amount of contributions otherwise payable by the employer.

The Plan implemented GASB 67 in fiscal year 2014.

The complete Plan financial report, including all required disclosures can be obtained from the Plan Administrators at the following address:

Regional Transportation Authority Pension Plan
175 West Jackson Boulevard, Suite 1650
Chicago, IL 60604

Funding Policy—Prior to July 1, 1979, contributions were made on the basis of non-actuarial estimates. The Plan's initial actuarial study found that those estimates were in excess of actuarial requirements. As a result, pension expense is being reduced by amortization of the excess over 30 years.

The RTA, Metra, and Pace are required to contribute the amounts necessary to fund the benefits of their respective employees in the Plan using the projected unit credit actuarial method. Employer contribution and the income it earns through investments are used to operate the Plan and to pay benefits. Assets are valued recognizing a portion of both realized and unrealized gains and losses in order to avoid wide swings in actuarially determined funding requirements from year to year.

Related-Party Transactions—There were no securities of the RTA, Metra, Pace or related parties included in the Plan's assets.

Annual Pension Cost and Net Pension Obligation—For 2012, 2013 and 2014, the RTA, Metra and Pace annual pension costs equal the required contributions which were, \$13,493,000, \$14,795,000, and \$13,689,000 respectively. RTA’s portion of the contributions were \$1,578,000, \$1,753,535 and \$1,644,024, respectively. The required contributions were determined as part of the January 1, 2012, 2013 and 2014 actuarial valuations.

In accordance with the GASB Statement No. 27, *Accounting for Pensions by State and Local Governmental Employers*, the RTA determined its net pension obligation at transition (January 1, 1997). There was no net pension obligation for the Plan at transition or at year-end.

Significant Actuarial Assumptions—The information presented in the notes and the required supplementary schedules was determined as part of the actuarial valuations at the dates indicated. Additional information as of the latest valuation follows:

	January 1, 2014	January 1, 2013	January 1, 2012
Actuarial cost method	Projected unit credit	Projected unit credit	Projected unit credit
Amortization method	Straight-line, open	Straight-line, open	Straight-line, open
Remaining amortization period	30 years	30 years	30 years
Asset valuation method	Smoothed market value	Smoothed market value	Smoothed market value
Actuarial assumptions:			
Investment rate of return	7.75%	7.75%	7.75%
Projected salary increases:			
Age graded scale	Range of 3.5% to 7.5% based on attained age.	Range of 3.5% to 7.5% based on attained age.	Range of 3.5% to 7.5% based on attained age.
Mortality	RP2000 White Collar Mortality Table applied separately for males and females projected to 2018.	RP2000 White Collar Mortality Table applied separately for males and females projected to 2018.	RP2000 White Collar Mortality Table applied separately for males and females projected to 2018.
Withdrawals from service	Termination rates range from 5.47% at age 20 to 0.49% at age 60 for females, and from 5.47 % at age 20 to 0.39% at age 60 for males.	Termination rates range from 5.47% at age 20 to 0.49% at age 60 for females, and from 5.47 % at age 20 to 0.39% at age 60 for males.	Termination rates range from 5.47% at age 20 to 0.49% at age 60 for females, and from 5.47 % at age 20 to 0.39% at age 60 for males.

The assumed rate of price inflation disclosed by the prior actuary was 2.50%. This assumption is not used directly in the valuation. However, the price inflation assumption underlies all of the other economic assumptions (investment return, salary increase, and payroll growth assumption).

Funded Status and Funding Progress – As of January 1, 2014, the most recent actuarial valuation date, the plan was 77.14 percent funded. The actuarial accrued liability for benefits was \$233,752 thousand and the actuarial value of assets was \$180,317 thousand resulting in an underfunded actuarial accrued liability (“UAAL”) of \$(53,435) thousand. The covered payroll (annual payroll of active employees covered by the Plan) was \$74,810 thousand and the ratio of the UAAL to the covered payroll was 71.4 percent.

The schedule of funding progress, presented as RSI following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

NOTE 11. OTHER POSTEMPLOYMENT BENEFITS

Plan Description. The Regional Transportation Authority (“RTA”) provides limited health care insurance coverage for its eligible retired employees. This is a single-employer plan. The plan does not issue a publicly available financial report.

Funding Policy. The required contribution is based on projected pay-as-you-go financing requirements. Eligible disabled pensioners receive coverage under the RTA’s health plan with an employer contribution rate of 100% of the premiums for the coverage elected by the retiree. There is also an implicit rate subsidy of 20% related to all RTA retirees. The RTA contributed \$0 to the plan during fiscal year 2014.

Annual OPEB Cost and Net OPEB Obligation. The RTA's annual other postemployment benefit ("OPEB") cost (expense) is calculated based on the *annual required contribution of the employer ("ARC")*, an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years.

The following table shows the components of RTA's annual OPEB cost for the year ended December 31, 2014, the amount actually contributed to the plan, and changes in RTA's net OPEB obligation to the plan:

	Amount (In thousands)
Annual required contribution (ARC)	\$ 34
Interest on net OPEB obligation	2
Adjustment to annual required contribution	<u>(2)</u>
Annual OPEB cost	34
Contribution made	<u>(24)</u>
Increase in net OPEB obligation	10
Net OPEB obligation beginning of year	<u>55</u>
Net OPEB obligation end of year	<u><u>\$ 65</u></u>

RTA's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for 2014 is as follows:

(In thousands)

Fiscal Year Ending	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Annual OPEB Cost Contributed	Net OPEB Obligation
12/31/2014	\$ 34	70.0%	\$ 24	\$ 65
12/31/2013	19	0.0%	-	55
12/31/2012	18	0.0%	-	36

Funded Status and Funding Progress. As of December 31, 2014, the most recent actuarial valuation date, the plan was not funded. The actuarial accrued liability for benefits was \$431,840 and the actuarial value of assets was \$0, resulting in an unfunded actuarial accrued liability ("UAAL") of \$431,840. The covered payroll (annual payroll of active employees covered by the Plan) was \$8,081,742 and the ratio of the UAAL to the covered payroll was 5.0%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about the future employment, mortality, and the healthcare cost trend. Amounts determined reporting the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumptions. Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employee and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used

include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the December 31, 2014 actuarial valuation, the entry age actuarial cost method was used. The actuarial assumptions included a 4.0 percent discount rate (includes inflation at 4.0 percent) annual healthcare cost trend rate of 8.0 percent initially, reduced by decrements to an ultimate rate of 5.5 percent, and anticipated participation of 20.0 percent to 100 percent based on position of employee. The actuarial value of assets was determined using techniques that spread the effects of short-term volatility in the market value of investments over a five-year period. The UAAL is being amortized as a level percentage of projected payroll on an open basis over a 30-year period.

NOTE 12. RISK MANAGEMENT

The RTA is exposed to various risks including, but not limited to, losses from workers' compensation, employee health insurance, and general liability/property. Commercial insurance coverage is procured to limit the RTA's exposure to such losses.

The Workers' Compensation and Employers' Liability Insurance Policy is procured through RTA's insurance policy with The Hartford. The RTA is insured for \$500,000 each accident for bodily injury by accident, \$500,000 each employee for bodily injury by disease and \$500,000 policy limit. The RTA property is insured through Pace's Property Insurance with Mesirow Insurance Services, Inc. The RTA's portion of insurance premiums is paid to Pace, and is accounted for in the General Fund. The RTA had no settlements in excess of insurance coverage in the past three years. There have been no significant reductions in the amount of coverage from the prior year.

In addition, the RTA is a participant in RTA's Joint Self-Insurance Fund. The Fund was created as required by Article Two of the Loss Financing Plan ("Plan") of the RTA and the three Service Boards. The Plan is intended primarily to serve as a mechanism for funding catastrophic losses and, by capitalizing the Fund in advance of such losses, to smooth their impact over time. The Fund is essentially a self-insurance program that provides a means for financing losses that are normally insured, and is included in the RTA's reporting entity as a proprietary fund type (enterprise fund). The Plan is administered by the RTA, CTA, Metra, and Pace ("Participating Entities") utilizing a Fund Manager appointed by the RTA and three Fund Advisors, one appointed by each of the Service Boards.

Each participating entity (RTA, CTA, Metra, and Pace) is only responsible to repay the Fund for submitted claims paid by the Fund. The Fund acts exclusively as a claims-service, and financing mechanism, not an insurer, with respect to claims presented.

The limit of liability to the Fund is established at \$50 million less the retained limit (deductible portion) as described below:

General Liability—The categories of general liability that are covered, with certain defined exclusions, by the joint agreement are:

- Personal injury
- Property damage
- Advertising injury
- Evacuation, evacuation expenses and loss of use

The retained limit (deductible portion) for each Participating Entity is:

CTA	\$	3,500	<i>(in thousands)</i>
Metra		3,000	
Pace		1,000	
RTA		500	

Officer and Employee Liability—All directors, officers or employees of each Participating Entity are covered, with certain defined exclusions, by the Plan. The retained limits are \$100,000 for each covered person. If a loss is covered under both types of liability, then the retained limit for general liability will apply.

NOTE 13. COMMITMENTS AND CONTINGENCIES

The RTA has an operating lease agreement for its office facilities. In 2014, the total rent paid by the RTA was \$1,754. Minimum required annual rental payments by the RTA are as follows:

<u>Year Ending December 31</u>	<u>Amount (in thousands)</u>
2015	\$ 1,881
2016	1,950
2017	1,982
2018	2,020
2019	2,087
Thereafter	9,030
Total	<u>\$ 18,950</u>

REQUIRED SUPPLEMENTARY INFORMATION

REGIONAL TRANSPORTATION AUTHORITY

**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL—GENERAL FUND
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

	General Fund		
	Original Budget	Actual	Variance
REVENUES:			
Sales taxes	\$ 121,798	\$ 124,520	\$ 2,722
Interest on sales taxes	78	82	4
Public Transportation Fund	202,996	207,291	4,295
Innovation, Coordination & Enhancement (ICE)	11,188	11,439	251
State assistance (AFA & ASA)	130,167	130,182	15
IDOT State Grant Pace (ADA)	8,500	8,500	-
Investment income	15,023	11,419	(3,604)
Other revenue	4,639	7,847	3,208
Total revenues	494,390	501,280	6,890
EXPENDITURES:			
Financial assistance to Service Boards	201,733	200,500	1,233
South Suburban Job Access Program	7,500	7,500	-
Innovation, Coordination & Enhancement (ICE)	11,188	11,439	(251)
Reduced fare reimbursement	-	-	-
IDOT State Cap Grant-PACE (ADA)	8,500	8,500	-
Administration	17,848	16,192	1,656
Non-administration:			
Regional services and coordination programs	15,946	14,344	1,602
Regional Technical Assistance Programs	1,900	6,281	(4,381)
Technology program	2,411	2,192	219
Total expenditures	267,025	266,948	77
EXCESS OF REVENUES OVER EXPENDITURES—BUDGETARY BASIS	227,365	234,332	(6,967)
OTHER FINANCING USES			
Transfers out	-	(6,329)	(6,329)
Total other financing uses	-	(6,329)	(6,329)
NET CHANGE IN FUND BALANCE—BUDGETARY BASIS	\$ 227,365	228,003	\$ 638
Budgetary basis to GAAP basis adjustments		(298,786)	
NET CHANGE IN FUND BALANCE—GAAP BASIS		(70,783)	
FUND BALANCE:			
Beginning of year		312,959	
End of year		\$ 242,176	

REGIONAL TRANSPORTATION AUTHORITY

NOTES TO REQUIRED SUPPLEMENTARY INFORMATION YEAR ENDED DECEMBER 31, 2014

Note 1. BUDGET AND BUDGETARY ACCOUNTING

The budgetary basis of the General Fund's budget and actual presentation is included as required supplementary information. For comparison of the combined budgets as required for board presentation, the combined schedule of revenues, expenditures, and changes in fund balance—budget and actual—in the general and the sales tax agency funds are presented in the combining and individual fund schedules section of the CAFR. Additional budget detail is used by management for monitoring purposes which is provided in this section as the schedule of expenditures—budget and actual—General Fund.

Section 4.01(a) of the Act requires the RTA to prepare and adopt a comprehensive annual budget and program presenting the RTA's planned operations and capital expenditures for the forthcoming year. The Service Boards' proposed budgets are based on the RTA's estimate of funds that will be available to the Service Boards by or through the RTA's own budget. This budget is comprehensive and includes the activity in the General Fund and sales tax agency fund.

The annual budget and related appropriations are prepared using the modified accrual basis of accounting in conformity with accounting principles generally accepted in the United States except for RTA capital expenditures and capital grants to the Service Boards. The RTA capital expenditures and capital grants to the Service Boards are budgeted on a project basis, which normally exceeds one year, and debt service payments, which are budgeted as transfers from the General Fund. Budgets for RTA capital expenditures and capital grants to the Service Boards that extend beyond one year are presented in the first year of the grants and represent the total amounts awarded. In addition, for the sales tax agency fund, additions and deletions are treated as revenues and expenditures. All appropriations lapse at year-end.

Although appropriations are adopted for individual line items, the legal level of control (i.e., the level at which appropriation transfers or expenditures in excess of appropriated amounts require RTA Board approval) is restricted to total appropriations/expenditures and total administration appropriations/expenditures. Management has the authority to exceed any line item appropriation without Board approval, provided it does not exceed the total appropriations/expenditures and the total administration appropriations/expenditures. It is generally the policy of the RTA (ordinance 91-9) to fund the budgets of the Service Boards up to the amount appropriated in the annual Budget Ordinance. However, an insufficient level of cash reserves created the need to waive this policy for purposes of the adoption of the 2014 budget and 2015-2016 financial plan and the 2015 budget and 2016-2017 financial plan. Also waived for the purpose of the adoption of the 2015 budget and 2016-2017 financial plan was the provision of the RTA funding policy adopted by Ordinance 98-15 that requires the RTA annual budget and two-year financial plan to show a year-end unassigned fund balance equal to 5% of RTA operating expenditures by no later than the end of the three-year planning period.

The Service Boards shall maintain all financial records and shall prepare all financial statements and reports, including quarterly and annual reports required under the Act, in accordance with the following provisions:

- The first source of funds to be credited against the budgeted funding amount is from Service Board sales tax receipts;
- The second source of funds to be credited against the budgeted funding amount is from PTF receipts; and
- The third source of funds credited against the budgeted funding amount is from unallocated RTA sales tax receipts and other discretionary receipts.

The reimbursement of Service Boards' capital expenditures and the payment of PTF funds, unallocated RTA sales tax receipts and other discretionary funds of the RTA shall be made under the terms and conditions of grant agreements governing such expenditures.

Note 2. RECONCILIATION OF BUDGETARY BASIS TO GAAP BASIS ACCOUNTING

The accompanying schedule of revenues, expenditures, and changes in fund balance, budget and actual-general fund (this section), and combining schedule of revenues, expenditures and changes in fund balance-budget and actual-general and agency funds (in combining and individual fund schedules section) present comparisons of the legally adopted budget with actual data on a budgetary basis.

Since accounting principles applied for purposes of developing data on a budgetary basis differ with accounting principles generally accepted in the United States of America, a reconciliation of timing differences in the excess of revenues over expenditures and other financing uses is presented below:

	<u>General Fund</u> <u>(in thousands)</u>
Net change in fund balance - budgetary basis	<u>\$ 228,003</u>
Adjustments:	
Capital grant expenditures incurred in current year but considered in prior years' budgets	(254)
RTA capital expenditures expected to be incurred in future years but considered in current year operating budget	(599)
Capital grants received that were not in the budget	252,302
Capital grants disbursed to the Service Boards that were not in the budget	(250,535)
Debt related costs incurred not in the budget	-
Net transfers in and out between the General Fund and Debt Service Fund not in the budget	<u>(299,700)</u>
Budgetary basis to GAAP basis adjustments	<u>(298,786)</u>
Net change in fund balance - GAAP basis	<u>\$ (70,783)</u>

**REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN**

**SCHEDULE OF FUNDING PROGRESS
TEN YEARS ENDED DECEMBER 31, 2014
(In Thousands)**

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) - Projected Unit Credit (b)	Assets in Excess of AAL/ (AAL in Excess of Assets) (a-b)	Funded Ratio (a/b)	Covered Payroll (c)	Unfunded AAL as a Percentage of Covered Payroll (b-a)/c)
January 1, 2005	\$ 90,334	\$ 105,976	\$ (15,642)	85.24%	\$ 56,417	27.7%
January 1, 2006	94,698	124,521	(29,823)	76.05%	58,884	50.6%
January 1, 2007	102,524	133,906	(31,382)	76.56%	61,357	51.1%
January 1, 2008	114,032	146,418	(32,386)	77.88%	61,364	52.8%
January 1, 2009	106,021	153,284	(47,263)	69.17%	66,011	71.6%
January 1, 2010	118,805	166,663	(47,858)	71.28%	68,389	70.0%
January 1, 2011	127,343	185,374	(58,031)	68.70%	66,490	87.3%
January 1, 2012	141,388	200,845	(59,457)	70.40%	67,176	88.5%
January 1, 2013	155,998	221,398	(65,400)	70.46%	70,634	92.6%
January 1, 2014	180,317	233,752	(53,435)	77.14%	74,810	71.4%

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

SCHEDULE OF EMPLOYER CONTRIBUTIONS
TEN YEARS ENDED DECEMBER 31, 2014
(In Thousands)

<u>Year Ended:</u>	<u>Annual Required Contribution</u>	<u>Percentage Contributed</u>
2005	\$ 6,800	100%
2006	8,777	100%
2007	9,137	100%
2008	9,195	100%
2009	10,827	100%
2010	11,288	100%
2011	12,547	100%
2012	13,493	100%
2013	14,795	100%
2014	13,689	100%

REGIONAL TRANSPORTATION AUTHORITY

**OTHER POST-EMPLOYMENT BENEFITS
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED DECEMBER 31, 2014**

**Analysis of Funding Progress
(In thousands)**

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (b)	Unfunded Actuarial Accrued Liability (UAAL) (b) - (a)	Funded Ratio (a)/(b)	Covered Payroll (c)	UAAL as a Percentage of Annual Covered Payroll ((b - a) / c)
12/31/11	\$ -	\$ 109	\$ 109	\$ -	\$ 8,232	1.32 %
12/31/12	*	*	*	*	*	*
12/31/13	*	*	*	*	*	*
12/31/14	*	432	432	*	8,082	5.35

Employer Contributions

Fiscal Year Ending	Annual Required Contribution	Percentage Contributed
12/31/11	\$ 19	- %
12/31/12	18	-
12/31/13	18	-
12/31/14	34	-

Information is presented for as many years as is available.

* The RTA has an actuarial performed triennially.

COMBINING AND INDIVIDUAL FUND SCHEDULES

A. GENERAL FUND

The general fund is used to account for resources traditionally associated with the RTA which are not accounted for in another fund. A budget and actual schedule of general fund expenditures is presented in this section.

The RTA Board approves a comprehensive budget which includes the activity in the general fund and the sales tax agency fund. For comparison of the combined budgets, the combined budget and actual schedule of revenues, expenditures and changes in fund balance for both funds is also presented in this section.

REGIONAL TRANSPORTATION AUTHORITY

**SCHEDULE OF EXPENDITURES—
BUDGET AND ACTUAL—GENERAL FUND
YEAR ENDED DECEMBER 31, 2014
(In Thousands)**

	General Fund		
	Budget	Actual	Variance
EXPENDITURES:			
Financial assistance to Service Boards	\$ 201,733	\$ 200,500	\$ 1,233
South Suburban Job Access Program (PACE)	7,500	7,500	-
Innovation, Coordination & Enhancement (ICE)	11,188	11,439	(251)
Reduced fare reimbursement	-	-	-
IDOT State Cap Grant - PACE (ADA)	8,500	8,500	-
Administration	17,848	16,192	1,656
Non-administration:			
Regional Services and Coordination Programs	15,946	14,344	1,602
Regional Technical Assistance Programs	1,900	6,281	(4,381)
Technology program	2,411	2,192	219
TOTAL EXPENDITURES	<u>\$ 267,025</u>	<u>\$ 266,948</u>	<u>\$ 77</u>

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
 BUDGET AND ACTUAL—GENERAL AND SALES TAX AGENCY FUNDS
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)

	General Fund		
	Budget	Actual	Variance
REVENUES:			
Sales taxes	\$ 121,798	121,798	\$ -
Interest on sales taxes	78	82	4
Public Transportation Fund	202,996	210,013	7,017
Innovation, Coordination & Enhancement (ICE)	11,188	11,439	251
State assistance (AFA & ASA)	130,167	130,182	15
Reduced fare reimbursement	-	-	-
IDOT State Grant -PACE (ADA)	8,500	8,500	-
Investment income	15,023	11,419	(3,604)
Other revenue	4,639	7,847	3,208
Total revenues	494,390	501,280	6,890
EXPENDITURES:			
Financial assistance to Service Boards	201,733	200,500	1,233
PTF (new sales tax/RETT)	-	-	-
Paratransit funding - PACE	-	-	-
Suburban Community Mobility Fund	-	-	-
South Suburban Job Access Program	7,500	7,500	-
Innovation, Coordination & Enhancement (ICE)	11,188	11,439	(251)
Reduced fare reimbursement	-	-	-
IDOT State Cap Grant-PACE (ADA)	8,500	8,500	-
Administration	17,848	16,192	1,656
Non-administration:			
Regional services and coordination programs	15,946	14,344	1,602
Regional Technical Assistance Program	1,900	6,281	(4,381)
Interest on sales taxes to Service Boards	-	-	-
Technology program	2,411	2,192	219
Total expenditures	267,025	266,948	77
EXCESS OF REVENUES OVER EXPENDITURES—BUDGETARY BASIS	227,365	234,332	6,967
OTHER FINANCING USES			
Transfers out	-	(6,329)	(6,329)
Total other financing uses	-	(6,329)	(6,329)
NET CHANGE IN FUND BALANCE—BUDGETARY BASIS	\$ 227,365	228,003	\$ 638
Budgetary basis to GAAP basis adjustments		(298,786)	
NET CHANGE IN FUND BALANCE—GAAP BASIS		(70,783)	
FUND BALANCE:			
Beginning of year		312,959	
End of year		\$ 242,176	

Sales Tax Agency Fund			Totals		
Budget	Actual	Variance	Budget	Actual	Variance
\$ 966,324	\$ 988,039	\$ 21,715	\$ 1,088,122	\$ 1,109,837	\$ 21,715
112	117	5	190	199	9
141,155	147,698	6,543	344,151	357,711	13,560
-	-	-	11,188	11,439	251
-	-	-	130,167	130,182	15
25,820	34,070	8,250	25,820	34,070	8,250
-	-	-	8,500	8,500	-
-	-	-	15,023	11,419	(3,604)
-	-	-	4,639	7,847	3,208
<u>1,133,411</u>	<u>1,169,924</u>	<u>36,513</u>	<u>1,627,801</u>	<u>1,671,204</u>	<u>43,403</u>
805,282	826,493	(21,211)	1,007,015	1,026,993	(19,978)
141,155	147,698	(6,543)	141,155	147,698	(6,543)
138,666	138,666	-	138,666	138,666	-
22,376	22,879	(503)	22,376	22,879	(503)
-	-	-	7,500	7,500	-
-	-	-	11,188	11,439	(251)
25,820	34,070	(8,250)	25,820	34,070	(8,250)
-	-	-	8,500	8,500	-
-	-	-	17,848	16,192	1,656
-	-	-	15,946	14,344	1,602
-	-	-	1,900	6,281	(4,381)
112	118	(6)	112	118	(6)
-	-	-	2,411	2,192	219
<u>1,133,411</u>	<u>1,169,924</u>	<u>(36,513)</u>	<u>1,400,436</u>	<u>1,436,872</u>	<u>(36,436)</u>
-	-	-	227,365	234,332	6,967
-	-	-	-	(6,329)	(6,329)
-	-	-	-	(6,329)	(6,329)
<u>\$ -</u>	<u>-</u>	<u>\$ -</u>	<u>\$ 227,365</u>	228,003	<u>\$ 638</u>
-	-	-	-	(298,786)	-
-	-	-	-	(70,783)	-
-	-	-	-	312,959	-
<u>\$ -</u>	<u>-</u>	<u>-</u>	<u>\$ 242,176</u>	<u>242,176</u>	<u>-</u>

B. DEBT SERVICE FUND

Debt Service Fund Accounts:

1990A—to account for transfers received, investment income and principal and interest payments made for 1990A general obligation bonds.

1991A—to account for transfers received, investment income and principal and interest payments made for 1991A general obligation bonds.

1994A and B*—to account for transfers received, investment income and principal and interest payments made for 1994A & B general obligation bonds.

1994C and D*—to account for transfers received, investment income and principal and interest payments made for 1994C & D general obligation bonds.

1997—to account for transfers received, investment income and principal and interest payments made for 1997 refunding general obligation bonds.

1999—to account for transfers received, investment income and principal and interest payments made for 1999 refunding general obligation bonds.

*2000A**—to account for transfers received, investment income and principal and interest payments made for 2000A general obligation bonds.

*2001A**—to account for transfers received, investment income and principal and interest payments made for 2001A general obligation bonds.

*2001B**—to account for transfers received, investment income and principal and interest payments made for 2001B refunding general obligation bonds.

*2002A**—to account for transfers received, investment income and principal and interest payments made for 2002A general obligation bonds.

*2003A** —to account for transfers received, investment income and principal and interest payments made for 2003A refunding general obligation bonds.

2003B—to account for transfers received, investment income and principal and interest payments made for 2003B refunding general obligation bonds.

*2004A** — to account for transfers received, investment income and principal and interest payments made for 2004A refunding general obligation bonds.

2005B—to account for transfers received, investment income and principal and interest payments made for 2005B refunding general obligation bonds.

*2006A**—to account for transfers received, investment income and principal and interest payments made for 2006A general obligation bonds.

2010A —to account for transfers received, investment income and principal and interest payments made for 2010A general obligation bonds.

2010B —to account for transfers received, investment income and principal and interest payments made for 2010B general obligation bonds.

2010C –to account for transfers received, investment income and principal and interest payments made for 2010C cash note borrowings.

2011 CP –to account for transfers received, investment income and principal and interest payments made for 2011 CP cash note borrowings.

2011A –to account for transfers received, investment income and principal and interest payments made for 2011A cash note borrowings.

2012A –to account for transfers received, investment income and principal and interest payments made for 2012 working cash note borrowings.

2013 –to account for transfers received, investment income and principal and interest payments made for 2013 working cash note borrowings.

2014A – to account for transfers received, investment income and principal and interest payments made for 2014A general obligation bonds.

2014A1 –to account for transfers received, investment income and principal and interest payments made for 2014A1 working cash note borrowings.

*Strategic Capital Improvement Program (SCIP) Bonds

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE-DEBT SERVICE FUND ACCOUNTS

December 31, 2014

(In Thousands)

	<u>1990A</u>	<u>1991A</u>	<u>1994 A&B</u>	<u>1994 C&D</u>	<u>1997</u>	<u>1999</u>	<u>2000A</u>	<u>2001 A</u>	<u>2001 B</u>	<u>2002 A</u>
ASSETS:										
Cash and investments	\$ 1,596	\$ 1,492	\$ 195	\$ 5,048	\$ 2,634	\$ 12,480	\$ 10,241	\$ 3,716	\$ 1,696	\$ 5,969
Due from other funds	-	-	-	-	-	-	-	-	-	-
Accrued interest	-	-	-	-	-	-	-	-	-	-
Total assets	\$ 1,596	\$ 1,492	\$ 195	\$ 5,048	\$ 2,634	\$ 12,480	\$ 10,241	\$ 3,716	\$ 1,696	\$ 5,969
LIABILITIES:										
Accrued items	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FUND BALANCES:										
Restricted for debt service	1,596	1,492	195	5,048	2,634	12,480	10,241	3,716	1,696	5,969
TOTAL LIABILITIES AND FUND BALANCES	\$ 1,596	\$ 1,492	\$ 195	\$ 5,048	\$ 2,634	\$ 12,480	\$ 10,241	\$ 3,716	\$ 1,696	\$ 5,969

(Continued)

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE-DEBT SERVICE FUND ACCOUNTS (Continued)
 December 31, 2014
 (In Thousands)

	2003 A	2003 B	2004 A	2005 B	2006A	2010A	2010B	2011 Bonds	2014A	2014A1	Total
ASSETS:											
Cash and investments	\$ 9,643	\$ 3,108	\$ 4,562	\$ 2,344	\$ 8,168	\$ 8,445	\$ 13,062	\$ 10,390	\$ 7,844	\$ 98,840	\$ 211,473
Due from other funds	-	-	-	-	2	-	-	-	-	-	2
Accrued interest	-	-	-	-	-	2	-	-	19	2	23
Total assets	\$ 9,643	\$ 3,108	\$ 4,562	\$ 2,344	\$ 8,170	8,447	13,062	\$ 10,390	\$ 7,863	\$ 98,842	\$ 211,498
LIABILITIES:											
Accrued items	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FUND BALANCES:											
Restricted for debt service	9,643	3,108	4,562	2,344	\$ 8,170	8,447	13,062	10,390	7,863	98,842	211,498
TOTAL LIABILITIES AND FUND BALANCES	\$ 9,643	\$ 3,108	\$ 4,562	\$ 2,344	\$ 8,170	\$ 8,447	\$ 13,062	\$ 10,390	\$ 7,863	\$ 98,842	\$ 211,498

REGIONAL TRANSPORTATION AUTHORITY

**COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
 DEBT SERVICE FUND ACCOUNTS
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)**

	1990A	1991A	1994 A&B	1994 C&D	1997
REVENUE:					
Investment income	\$ -	\$ -	\$ -	\$ -	\$ -
Total revenue	-	-	-	-	-
EXPENDITURES:					
Debt Service - principal	5,034	4,661	-	2,210	3,530
Debt Service - interest	3,155	3,168	1,952	3,710	2,559
Other debt related costs	-	-	-	-	-
Total expenditures	8,189	7,829	1,952	5,920	6,089
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(8,189)	(7,829)	(1,952)	(5,920)	(6,089)
OTHER FINANCING SOURCES (USES):					
Transfers in - principal	5,100	4,716	-	5,487	3,670
Transfers in - interest	3,083	3,106	1,952	3,693	2,538
Transfers in/(out) - CPF	-	-	-	-	-
Other financing sources/(uses) 13CP Notes	-	-	-	-	-
Other financing sources/(uses) 14A1 Notes	-	-	-	-	-
Other financing sources/(uses) DSF	-	-	-	-	-
Other financing sources/(uses) GF	-	-	-	-	-
Total other financing sources (uses)	8,183	7,822	1,952	9,180	6,208
NET CHANGE IN FUND BALANCES	(6)	(7)	-	3,260	119
FUND BALANCES:					
Beginning of year	1,602	1,499	195	1,788	2,515
End of year	\$ 1,596	\$ 1,492	\$ 195	\$ 5,048	\$ 2,634

(Continued)

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
DEBT SERVICE FUND ACCOUNTS (Continued)
YEAR ENDED DECEMBER 31, 2014
(In Thousands)

	1999	2000 A	2001 A	2001 B	2002 A
REVENUE:					
Investment income	\$ -	\$ -	\$ -	\$ -	\$ -
Total revenue	-	-	-	-	-
EXPENDITURES:					
Debt Service - principal	16,734	7,005	2,595	2,295	3,900
Debt Service - interest	12,407	12,798	4,598	1,576	7,655
Other debt related costs	-	-	-	-	-
Total expenditures	29,141	19,803	7,193	3,871	11,555
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(29,141)	(19,803)	(7,193)	(3,871)	(11,555)
OTHER FINANCING SOURCES (USES):					
Transfers in - principal	17,362	7,234	2,674	2,378	4,020
Transfers in - interest	12,310	12,579	4,517	1,563	7,543
Transfers in/(out) - CPF	-	-	-	-	-
Other financing sources/(uses) 13CP Notes	-	-	-	-	-
Other financing sources/(uses) 14A1 Notes	-	-	-	-	-
Other financing sources/(uses) DSF	-	-	-	-	-
Other financing sources/(uses) GF	-	-	-	-	-
Total other financing sources (uses)	29,672	19,813	7,191	3,941	11,563
NET CHANGE IN FUND BALANCES	531	10	(2)	70	8
FUND BALANCES:					
Beginning of year	11,949	10,231	3,718	1,626	5,961
End of year	\$ 12,480	\$ 10,241	\$ 3,716	\$ 1,696	\$ 5,969

(Continued)

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
 DEBT SERVICE FUND ACCOUNTS (Continued)
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)

	2003 A	2003 B	2004A	2005 B	2006 A
REVENUE:					
Investment income	\$ -	\$ -	\$ -	\$ -	\$ 54
Total revenue	-	-	-	-	54
EXPENDITURES:					
Debt Service - principal	6,235	3,610	5,949	8,425	4,629
Debt Service - interest	12,435	6,873	12,209	463	11,046
Other debt related costs	-	-	-	186	-
Total expenditures	18,670	10,483	18,158	9,074	15,675
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(18,670)	(10,483)	(18,158)	(9,074)	(15,621)
OTHER FINANCING SOURCES (USES):					
Transfers in - principal	6,420	3,734	6,144	5,552	4,815
Transfers in - interest	12,264	6,853	12,179	52	10,876
Transfers in/(out) - CPF	-	-	-	-	-
Other financing sources/(uses) 13CP Notes	-	-	-	-	-
Other financing sources/(uses) 14A1 Notes	-	-	-	-	-
Other financing sources/(uses) DSF	-	-	-	-	-
Other financing sources/(uses) GF	-	-	-	186	-
Total other financing sources (uses)	18,684	10,587	18,323	5,790	15,691
NET CHANGE IN FUND BALANCES	14	104	165	(3,284)	70
FUND BALANCES:					
Beginning of year	9,629	3,004	4,397	5,628	8,100
End of year	\$ 9,643	\$ 3,108	\$ 4,562	\$ 2,344	\$ 8,170

(Continued)

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
 DEBT SERVICE FUND ACCOUNTS (Continued)
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)

	2010 A	2010 B	2011	2012 A	2013 Note
REVENUE:					
Investment income	\$ 38	\$ 2,157	\$ -	\$ 18	\$ -
Total revenue	38	2,157	-	18	-
EXPENDITURES:					
Debt Service - principal	4,450	-	12,475	300,000	50,000
Debt Service - interest	2,453	6,622	3,864	1,320	2
Other debt related costs	-	-	-	-	355
Total expenditures	6,903	6,622	16,339	301,320	50,357
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(6,865)	(4,465)	(16,339)	(301,302)	(50,357)
OTHER FINANCING SOURCES (USES):					
Transfers in - principal	4,570	-	12,809	-	-
Transfers in - interest	2,306	4,471	3,801	986	-
Transfers in/(out) - CPF	-	(10)	-	-	-
Other financing sources/(uses) 13CP Notes	-	-	-	-	50,000
Other financing sources/(uses) 14A1 Notes	-	-	-	-	-
Other financing sources/(uses) DSF	-	-	-	125,798	2
Other financing sources/(uses) GF	-	-	-	89,648	355
Total other financing sources (uses)	6,876	4,461	16,610	216,432	50,357
NET CHANGE IN FUND BALANCES	11	(4)	271	(84,870)	-
FUND BALANCES:					
Beginning of year	8,436	13,066	10,119	84,870	-
End of year	\$ 8,447	\$ 13,062	\$ 10,390	\$ -	\$ -

REGIONAL TRANSPORTATION AUTHORITY

**COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
 DEBT SERVICE FUND ACCOUNTS (Continued)
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)**

	<u>2014A Note</u>	<u>2014A1 Note</u>	<u>Total</u>
REVENUE:			
Investment income	\$ 55	\$ 7	\$ 2,329
Total revenue	<u>55</u>	<u>7</u>	<u>2,329</u>
EXPENDITURES:			
Debt Service - principal	-	-	443,737
Debt Service - interest	3,908	473	115,246
Other debt related costs	836	715	2,092
Total expenditures	<u>4,744</u>	<u>1,188</u>	<u>561,075</u>
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	<u>(4,689)</u>	<u>(1,181)</u>	<u>(558,746)</u>
OTHER FINANCING SOURCES (USES):			
Transfers in - principal	967	-	97,652
Transfers in - interest	4,364	823	111,859
Transfers in/(out) - CPF	7,221	-	7,211
Other financing sources/(uses) 13CP Notes	-	-	50,000
Other financing sources/(uses) 14A1 Notes	-	225,000	225,000
Other financing sources/(uses) DSF	-	(125,800)	-
Other financing sources/(uses) GF	-	-	90,189
Total other financing sources (uses)	<u>12,552</u>	<u>100,023</u>	<u>581,911</u>
NET CHANGE IN FUND BALANCES	7,863	98,842	23,165
FUND BALANCES:			
Beginning of year	<u>-</u>	<u>-</u>	<u>188,333</u>
End of year	<u>\$ 7,863</u>	<u>\$ 98,842</u>	<u>\$ 211,498</u>

C. CAPITAL PROJECTS FUND

Capital Projects Fund Accounts:

Strategic Capital Improvement Bonds (SCIP)—to account for 1992, 1994, 2000, 2001, 2002, 2003, 2004 and 2006 bond sales proceeds and related SCIP capital grants made to the Service Boards as expenditures are incurred. Investment income earned on SCIP bonds is recorded in the related Debt Service Fund accounts.

Non-SCIP Bonds—to account for 1990, 1991, 1992, 1994, 2002, and 2010 bond sale proceeds, investment income earned and related Non-SCIP investment income capital grants made to the Service Boards as expenditures are incurred.

Investment Income on Bonds—to account for transfers of investment income from SCIP Bonds fund accounts through June 30, 1999 and Non-SCIP Bonds fund accounts except those issued under Illinois First program and related capital grants made to the Service Boards as expenditures are incurred.

REGIONAL TRANSPORTATION AUTHORITY

COMBINING BALANCE SHEET SCHEDULE
 CAPITAL PROJECTS FUND ACCOUNTS
 DECEMBER 31, 2014
 (In Thousands)

	<u>SCIP Bonds</u>	<u>Non-SCIP Bonds</u>	<u>Investment Income on Bonds</u>	<u>Eliminations</u>	<u>Total</u>
ASSETS:					
Cash and investments	\$ 51,588	\$ 128,133	\$ -	\$ -	\$ 179,721
Due from other funds	-	-	4,808	(4,808)	-
TOTAL ASSETS	<u>\$ 51,588</u>	<u>\$ 128,133</u>	<u>\$ 4,808</u>	<u>\$ (4,808)</u>	<u>\$ 179,721</u>
LIABILITIES:					
Due to Service Boards	\$ 429	\$ 2,004	\$ 3	\$ -	\$ 2,436
Due to other funds	2	4,808	-	(4,808)	2
Total liabilities	431	6,812	3	(4,808)	2,438
FUND BALANCES:					
Committed-capital projects	51,157	121,321	4,805	-	177,283
TOTAL LIABILITIES AND FUND BALANCES	<u>\$ 51,588</u>	<u>\$ 128,133</u>	<u>\$ 4,808</u>	<u>\$ (4,808)</u>	<u>\$ 179,721</u>

REGIONAL TRANSPORTATION AUTHORITY

**COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
 CAPITAL PROJECTS FUND ACCOUNTS
 YEAR ENDED DECEMBER 31, 2014
 (In Thousands)**

	SCIP Bonds	Non-SCIP Bonds	Investment Income on Bonds	Total
REVENUES:				
Investment income	\$ -	\$ 13	\$ -	\$ 13
Total revenues	-	13	-	13
EXPENDITURES:				
Capital grants—bonds	11,623	43,853	15	55,491
Total expenditures	11,623	43,853	15	55,491
Deficiency of revenues over expenditures	(11,623)	(43,840)	(15)	(55,478)
OTHER FINANCING SOURCES:				
Bond Proceeds	-	99,295	-	99,295
Bond Premium	-	8,006	-	8,006
Transfer out	-	(7,211)	-	(7,211)
Total other financing sources	-	100,090	-	100,090
NET CHANGE IN FUND BALANCES	(11,623)	56,250	(15)	44,612
FUND BALANCES:				
Beginning of year	62,780	65,071	4,820	132,671
End of year	\$ 51,157	\$ 121,321	\$ 4,805	\$ 177,283

D. AGENCY FUND

Sales Tax Agency Fund—to account for the receipt and disbursement of amounts due to the CTA, Metra and Pace, including Retailers' Occupation and Use Tax (sales taxes), interest on sales taxes, reduced fare reimbursement grants and advances to Service Boards.

REGIONAL TRANSPORTATION AUTHORITY

COMBINING SCHEDULE OF CHANGES IN ASSETS AND LIABILITIES

SALES TAX AGENCY FUND

YEAR ENDED DECEMBER 31, 2014

(In Thousands)

	Balance January 1, 2014	Additions	Deductions	Balance December 31, 2014
ASSETS:				
Intergovernmental receivables:				
Sales taxes	\$ 177,432	\$ 690,319	\$ 678,378	\$ 189,373
New sales tax	73,664	282,424	277,585	78,503
Interest on sales taxes	19	117	118	18
Reduced fare reimbursement	25,820	34,070	34,070	25,820
PTF (new sales tax/RETT)	62,608	147,698	158,848	51,458
Advances to Service Boards	74,043	3,611	-	77,654
TOTAL ASSETS	\$ 413,586	\$ 1,158,239	\$ 1,148,999	\$ 422,826
LIABILITIES:				
Intergovernmental payables:				
Sales taxes due to Service Boards	\$ 177,432	\$ 690,319	\$ 678,378	\$ 189,373
New sales tax due to Service Boards	72,959	120,879	115,838	78,000
Interest on sales taxes due to Service Boards	19	117	118	18
Reduced fare reimbursement	25,820	34,070	34,070	25,820
PTF (new sales tax /RETT)	62,608	147,698	158,848	51,458
Advances from State	74,043	3,611	-	77,654
Paratransit funding PACE	-	138,666	138,666	-
Suburban Community Mobility Fund-SBD	705	22,879	23,081	503
TOTAL LIABILITIES	\$ 413,586	\$ 1,158,239	\$ 1,148,999	\$ 422,826

**STATISTICAL SECTION
(UNAUDITED)**

CONTENTS

Financial Trends (Tables 1, 2, 3, 4)

An analysis of Net Position by component, Change in Net Position, Governmental Fund Balances and Change in Fund Balances presented as an indicator of RTA's financial performance and to show the overall change in financial position over time.

Revenue and Expense Capacity (Tables 5, 6, 7)

Revenues and expenditures presented in the following tables include the activities in the government-wide and fiduciary fund statements. Additions to and disbursements from the Sales Tax Agency Fund are considered to be revenues and expenditures, respectively, for the purpose of presentation in these tables. The schedules show the overall distribution of expenses and revenues by source over the past 10 years, the breakout of revenues by county and the federal allocation of capital funds.

Debt Capacity (Tables 8, 9, 10, 11, 12)

Schedules in this section provide an overview of RTA's general obligation bonds (SCIP versus Non-SCIP) outstanding balances as of December 31, 2014 and a 10-year analysis of the debt service requirement to revenues and expenses.

Demographic and Economic Information (Tables 13, 14, 15)

Schedules in this section provide economic information on the population and the ten largest employers in the six-county area to help readers understand the environment within which the RTA's financial activities take place.

Operating Information (Tables 16, 17, 18)

Schedules in this section provide various statistics on passenger services offered by the service boards for fiscal year 2014, a look at system ridership over the last ten years and the RTA's full-time employees by function over the last five years.

STATISTICAL SECTION (UNAUDITED)

TABLE 1

**REGIONAL TRANSPORTATION AUTHORITY
NET POSITION BY COMPONENT
LAST TEN YEARS
(In Thousands)**

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Governmental activities—										
Net investment in capital assets	\$ 6,877	\$ 8,449	\$ 9,754	\$ 11,118	\$ 12,660	\$ 15,265	\$ 14,491	\$ 14,809	\$ 14,359	\$ 11,524
Restricted Net Assets	-	-	-	-	270,019	83,277	326,598	17,174	16,738	16,203
Unrestricted Net Assets	(1,901,466)	(1,932,898)	(1,947,173)	(2,062,740)	(2,234,127)	(1,972,190)	(2,133,577)	(1,819,368)	(1,779,889)	(1,714,890)
Total Net Position—										
Governmental Activities	<u>\$ (1,894,589)</u>	<u>\$ (1,924,449)</u>	<u>\$ (1,937,419)</u>	<u>\$ (2,051,621)</u>	<u>\$ (1,951,448)</u>	<u>\$ (1,873,648)</u>	<u>\$ (1,792,488)</u>	<u>\$ (1,787,385)</u>	<u>\$ (1,748,792)</u>	<u>\$ (1,687,163)</u>
Business-type activities—										
Unrestricted Net Position	\$ 36,011	\$ 31,831	\$ 28,393	\$ 28,859	\$ 29,067	\$ 28,963	\$ 28,703	\$ 27,845	\$ 27,116	\$ 27,682
Total Net Position—										
Business-Type Activities	<u>\$ 36,011</u>	<u>\$ 31,831</u>	<u>\$ 28,393</u>	<u>\$ 28,858</u>	<u>\$ 29,067</u>	<u>\$ 28,963</u>	<u>\$ 28,703</u>	<u>\$ 27,845</u>	<u>\$ 27,116</u>	<u>\$ 27,682</u>
Primary government—										
Net investment in capital assets	\$ 6,877	\$ 8,449	\$ 9,754	\$ 11,118	\$ 12,660	\$ 15,265	\$ 14,491	\$ 14,809	\$ 14,359	\$ 11,524
Restricted Net Position	-	-	-	-	270,019	83,277	326,598	17,174	16,738	16,203
Unrestricted Net Position	(1,865,455)	(1,901,067)	(1,918,780)	(2,033,882)	(2,205,060)	(1,943,227)	(2,104,874)	(1,791,523)	(1,752,773)	(1,687,208)
Total Net Position—										
Primary government	<u>\$ (1,858,578)</u>	<u>\$ (1,892,618)</u>	<u>\$ (1,909,026)</u>	<u>\$ (2,022,764)</u>	<u>\$ (1,922,381)</u>	<u>\$ (1,844,685)</u>	<u>\$ (1,763,785)</u>	<u>\$ (1,759,540)</u>	<u>\$ (1,721,676)</u>	<u>\$ (1,659,481)</u>

STATISTICAL SECTION (UNAUDITED)

TABLE 2

REGIONAL TRANSPORTATION AUTHORITY
CHANGE IN NET POSITION
LAST TEN YEARS
(In Thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
EXPENSES:										
Governmental activities:										
Financial assistance to Service Boards	\$ 168,076	\$ 162,434	\$ 209,931	\$ 249,948	\$ 93,453	\$ 97,648	\$ 128,786	\$ 171,700	\$ 196,116	\$ 200,500
Administration capital grants										
Discretionary	25,437	26,730	25,272	26,288	19,166	15,310	7,039	5,410	897	254
Bonds	251,693	138,706	88,056	93,085	47,957	103,456	229,890	213,394	472,874	306,026
CTA/PACE	54,252	54,252	40,010	58,142	74,138	27,230	21,680	36,687	52,974	27,440
Administrative expenses	6,534	7,561	6,967	7,532	12,014	8,551	8,918	16,507	19,079	17,002
Regional expenses	17,920	20,674	20,243	20,656	19,793	21,576	25,558	17,542	20,294	23,284
Technology program expenses	1,822	1,890	1,409	2,467	1,416	1,979	2,356	1,473	2,038	2,192
CTA loan write-off receivable	-	-	-	-	-	-	-	-	56,147	-
Interest expense	126,027	122,790	130,079	127,495	131,775	135,530	139,314	125,722	115,957	110,168
Miscellaneous	-	-	-	-	-	-	397	-	-	-
Total governmental activities	651,761	535,037	521,967	585,613	399,712	411,280	563,938	588,435	936,376	686,866
Business-type activities:										
Insurance Financing	4,624	5,566	4,855	4,375	3,827	4,740	6,137	5,942	5,815	5,800
Total business-type activities	4,624	5,566	4,855	4,375	3,827	4,740	6,137	5,942	5,815	5,800
Total primary government expenses	\$ 656,385	\$ 540,603	\$ 526,822	\$ 589,988	\$ 403,539	\$ 416,020	\$ 570,075	\$ 594,377	\$ 942,191	\$ 692,666
REVENUES:										
General:										
Sales taxes	\$ 105,059	\$ 112,024	\$ 112,938	\$ 109,003	\$ 99,027	\$ 103,168	\$ 107,977	\$ 113,152	\$ 118,817	\$ 121,798
Interest on sales taxes	137	317	376	1,081	309	137	167	119	79	81
Operating grant -(ADA)	54,252	54,252	54,252	14,441	9,101	9,480	9,930	10,398	10,902	11,440
Public Transportation Fund	175,668	186,136	188,931	227,201	228,501	242,318	375,500	355,159	650,103	470,815
State assistance	111,419	112,743	117,807	121,870	123,008	130,115	130,088	86,984	173,472	130,219
Regional program reimbursement	866	1,053	1,153	1,361	2,904	582	2,385	4,077	3,639	3,352
Investment income	24,608	35,534	31,534	(1,495)	39,174	8,607	19,350	22,213	20,769	10,474
Other revenues	83	3,118	2,006	1,868	1,437	2,269	5,081	6,436	2,188	6,644
Transfers (out)	-	-	-	(3,920)	(3,575)	(4,425)	(5,380)	(5,000)	(5,000)	(6,328)
Total governmental activities revenues	472,092	505,177	508,997	471,410	499,886	492,251	645,098	593,538	974,969	748,495
Business-type activities:										
General:										
Investment income	1,014	1,386	1,210	770	402	164	95	77	48	38
Other revenues	-	-	207	151	58	47	402	7	38	-
Transfers in	-	-	-	3,920	3,575	4,425	5,380	5,000	5,000	6,328
Total business-type activities revenues	1,014	1,386	1,417	4,841	4,035	4,636	5,877	5,084	5,086	6,366
Total primary government revenues	473,106	506,563	510,414	476,251	503,921	496,887	650,975	598,622	980,055	754,861
Governmental activities:										
CHANGES IN NET POSITION (DEFICIT)	(179,669)	(29,860)	(12,970)	(114,203)	100,174	80,971	81,160	5,103	38,593	61,629
NET POSITION (DEFICIT):										
Beginning of year	(1,714,920)	(1,894,589)	(1,924,449)	(1,937,419)	(2,051,622)	(1,954,619)	(1,873,648)	(1,792,488)	(1,787,385)	(1,748,792)
End of year	(1,894,589)	(1,924,449)	(1,937,419)	(2,051,622)	(1,954,619)	(1,873,648)	(1,792,488)	(1,787,385)	(1,748,792)	(1,687,163)
Business-type activities:										
CHANGES IN NET POSITION (DEFICIT)	(3,610)	(4,180)	(3,438)	466	208	(104)	(260)	(858)	(729)	566
NET POSITION (DEFICIT):										
Beginning of year	39,621	36,011	31,831	28,393	28,859	29,067	28,963	28,703	27,845	27,116
End of year	36,011	31,831	28,393	28,859	29,067	28,963	28,703	27,845	27,116	27,682
Total primary government	\$ (1,858,578)	\$ (1,892,618)	\$ (1,909,026)	\$ (2,022,763)	\$ (1,925,552)	\$ (1,844,685)	\$ (1,763,785)	\$ (1,759,540)	\$ (1,721,676)	\$ (1,659,481)
CHANGE IN NET POSITION:										
Governmental activities	\$ (179,669)	\$ (29,860)	\$ (12,970)	\$ (114,203)	\$ 100,174	\$ 80,971	\$ 81,160	\$ 5,103	\$ 38,593	\$ 61,629
Business-type activities	(3,610)	(4,180)	(3,438)	466	208	(104)	(260)	(858)	(729)	566
Total primary government	\$ (183,279)	\$ (34,040)	\$ (16,408)	\$ (113,737)	\$ 100,382	\$ 80,867	\$ 80,900	\$ 4,245	\$ 37,864	\$ 62,195

STATISTICAL SECTION (UNAUDITED)

TABLE 3

REGIONAL TRANSPORTATION AUTHORITY
 FUND BALANCES OF GOVERNMENTAL FUNDS
 LAST TEN YEARS
 (In Thousands)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
General Fund										
Reserved	\$ 93,384	\$ 102,765	\$ 107,948	\$ 106,822	\$ 155,551	\$ 160,895	\$ -	\$ -	\$ -	\$ -
Unreserved	1,654	38,828	41,220	(53,482)	(27,893)	7,318	-	-	-	-
Nonspendable ⁽¹⁾	-	-	-	-	-	-	568	327	3	-
Restricted ⁽¹⁾	-	-	-	-	-	-	28,740	17,173	16,738	16,203
Committed ⁽¹⁾	-	-	-	-	-	-	157,345	204,895	193,745	212,642
Assigned ⁽¹⁾	-	-	-	-	-	-	-	-	93,363	8,888
Unassigned ⁽¹⁾	-	-	-	-	-	-	98,376	176,554	9,110	4,443
Total general fund balances	<u>\$ 95,038</u>	<u>\$ 141,593</u>	<u>\$ 149,168</u>	<u>\$ 53,340</u>	<u>\$ 127,658</u>	<u>\$ 168,213</u>	<u>\$ 285,029</u>	<u>\$ 398,949</u>	<u>\$ 312,959</u>	<u>\$ 242,176</u>
All other governmental funds										
Reserved	\$ 308,345	\$ 433,055	\$ 349,402	\$ 259,165	\$ 468,582	\$ 756,233	\$ -	\$ -	\$ -	\$ -
Restricted ⁽¹⁾	-	-	-	-	-	-	297,858	158,469	188,333	211,498
Committed ⁽¹⁾	-	-	-	-	-	-	208,301	179,063	132,671	177,283
Total all other governmental funds	<u>\$ 308,345</u>	<u>\$ 433,055</u>	<u>\$ 349,402</u>	<u>\$ 259,165</u>	<u>\$ 468,582</u>	<u>\$ 756,233</u>	<u>\$ 506,159</u>	<u>\$ 337,532</u>	<u>\$ 321,004</u>	<u>\$ 388,781</u>

(1) New fund balance categories used in FY11 due to the implementation of GASB 54

STATISTICAL SECTION (UNAUDITED)

TABLE 4

REGIONAL TRANSPORTATION AUTHORITY
CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
LAST TEN YEARS
(In Thousands)

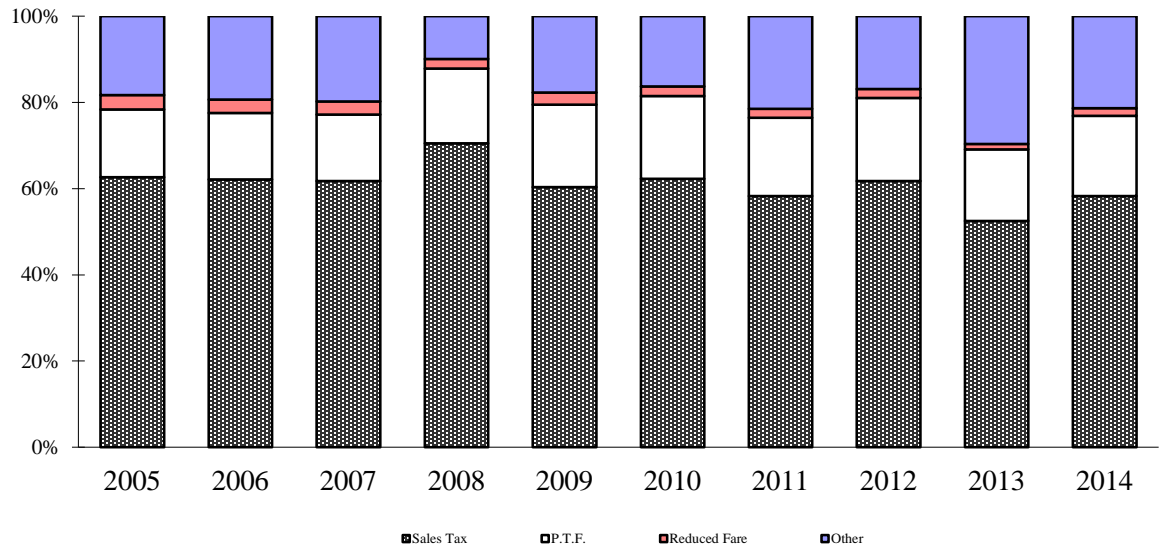
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
REVENUES:										
Sales taxes	\$ 105,059	\$ 112,024	\$ 112,938	\$ 109,003	\$ 99,027	\$ 103,168	\$ 107,977	\$ 113,152	\$ 118,817	\$ 121,798
Interest on sales taxes	137	317	376	1,081	309	137	166	119	79	82
Public Transportation Fund	175,668	186,136	188,931	188,829	169,354	171,169	181,428	189,523	198,640	210,013
New 5% PTF Advance Recovery	-	-	-	38,372	-	-	-	-	-	-
General State Revenue	-	-	-	-	-	65,149	194,072	155,369	441,191	245,298
Innovation, Coordination, & Enhancement (ICE)	-	-	-	10,000	9,101	9,480	9,930	10,398	10,902	11,439
Operating assistance -CTA/PACE	54,252	54,252	54,252	4,441	-	-	-	-	-	-
PACE Loan PTF Advance Recovery	-	-	-	-	3,000	6,000	-	-	-	-
CTA Loan PTF Advance Recovery	-	-	-	-	56,147	-	-	-	-	-
IDOT State Grant - PACE (ADA)	-	-	-	-	-	-	-	8,500	8,500	8,500
Pace ADA 2012 Surplus Refund	-	-	-	-	-	-	-	1,767	1,772	7,004
State assistance	111,419	112,743	117,807	121,870	123,008	130,115	130,088	86,983	130,185	130,182
Investment income	24,608	35,533	31,534	(1,495)	39,174	16,799	19,101	18,703	18,964	13,761
Other revenues	912	4,172	3,159	3,229	4,341	2,852	7,466	10,518	5,827	7,847
Total revenues	472,055	505,176	508,997	475,330	503,461	504,869	650,228	595,032	934,877	755,924
EXPENDITURES:										
Financial assistance to Service Boards	168,076	162,434	209,931	249,948	93,453	97,648	128,786	171,700	196,116	200,500
Capital grants—discretionary	25,437	26,731	25,272	26,288	19,166	15,310	6,907	5,414	897	254
Capital Projects Expense-Working Cash Note	-	-	-	-	56,147	-	-	-	-	-
PACE Discr (CMAQ) Grant RTA share	-	-	-	-	-	-	132	-	-	-
South Suburban Job Access Program - (PACE)	-	-	-	3,750	7,500	7,500	7,500	7,500	7,500	7,500
5% PTF/RETT & ADA Paratransit (New Sales Tax)	-	-	-	42,813	-	-	-	-	-	-
Innovation, Coordination, & Enhancement (ICE)	-	-	-	10,000	9,101	9,480	9,930	10,278	10,902	11,439
State General Revenue CTA	-	-	-	-	-	-	-	7,969	26,072	96,988
IDOT Cap Grant - PACE (ADA)	-	-	-	-	-	-	-	10,940	8,500	8,500
PACE (PTF) expenditures	54,252	54,252	40,010	1,579	1,390	10,250	4,250	-	-	-
Capital grants—bonds	251,693	138,706	88,055	93,086	47,957	103,456	229,890	213,392	460,448	149,259
RTA Capital grants—CTA	-	-	-	-	-	-	-	-	12,264	56,257
RTA Capital grants—Metra	-	-	-	-	-	-	-	-	162	3,522
Administrative	6,380	6,747	6,772	7,258	11,441	7,699	8,231	15,713	17,530	16,192
Regional	19,705	23,967	22,528	24,509	22,105	25,689	27,102	19,785	22,332	22,817
Capital outlay	1,438	373	610	263	1,110	1,323	762	295	1,530	599
Write off CTA loan receivable	-	-	-	-	-	-	-	-	56,147	-
Debt service:										
Principal	49,570	55,110	59,135	64,685	68,455	74,060	919,110	999,375	98,800	443,737
Interest	128,852	125,155	131,233	131,705	135,361	134,121	139,215	129,884	117,428	115,246
Debt related costs	1,798	44	-	-	-	-	-	942	5,767	2,092
Debt issuance costs	975	2,222	1,529	1,590	2,965	2,982	4,912	-	-	-
Miscellaneous	-	-	-	-	-	-	397	1,552	-	-
Total expenditures	708,176	595,740	585,075	657,474	476,151	489,518	1,487,124	1,594,739	1,042,395	1,134,902
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES	(236,121)	(90,563)	(76,078)	(182,144)	27,310	15,351	(836,896)	(999,707)	(107,518)	(378,978)
OTHER FINANCING SOURCES (USES):										
Bond proceeds (gross)	-	250,350	-	-	-	-	705,000	-	-	-
Refunding bond proceeds (gross)	-	-	-	-	-	-	-	300,000	-	-
Issuance of refunding bonds	148,110	-	-	-	-	-	95,550	650,000	10,000	374,295
Payment to refunded bond escrow agent	(147,186)	-	-	-	-	-	(103,104)	-	-	-
SCIP II bond proceeds (gross)	-	1,826	-	-	-	-	-	-	-	-
Other financing sources (premium)	18	9,652	-	-	-	6,846	11,574	-	-	8,006
2009B Note Proceeds	-	-	-	-	260,000	315,100	-	-	-	-
Transfers out										
Capital Projects Fund	(70)	-	-	-	-	-	-	-	-	(7,211)
Debt Service Fund	(171,240)	(175,995)	(179,116)	186,268	195,261	228,065	(186,365)	(173,137)	(7)	-
General Fund	(540)	-	179,116	(190,188)	(198,836)	(217,174)	(335,567)	(212,457)	(295,433)	(306,029)
Joint Self-Insurance Fund	-	-	-	-	-	-	-	-	-	-
Capital Projects Fund	-	(41)	-	-	-	(15,316)	-	-	-	-
Transfers in										
Capital Projects Fund	8,541	3,315	-	-	-	-	-	7	7	-
Debt Service Fund	610	41	-	-	-	-	330,187	207,457	290,433	306,911
General Fund	162,699	172,680	-	-	-	-	186,339	173,130	-	-
Transfers in	-	-	-	-	-	-	26	-	-	-
Total other financing (uses) sources	942	261,827	-	(3,920)	256,425	317,521	703,640	945,000	5,000	375,972
NET CHANGE IN FUND BALANCES	\$ (235,179)	\$ 171,264	\$ (76,078)	\$ (186,064)	\$ 283,735	\$ 332,872	\$ (133,256)	\$ (54,707)	\$ (102,518)	\$ (3,006)
Debt Service as a percentage of noncapital expenditures	25.29%	30.39%	32.68%	29.99%	43.04%	42.76%	71.29%	70.93%	20.80%	49.37%

STATISTICAL SECTION (UNAUDITED)

Table 5

2005-2014

RTA REVENUE BY SOURCE



Last Ten Years

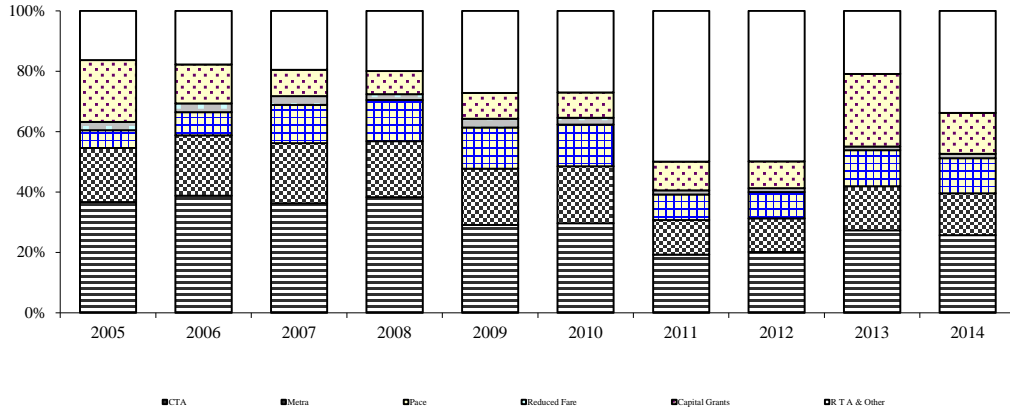
(In Thousands)

	Sales Tax	Public Transportation Fund	Reduced Fare	Other	Total
12 Months Ended 12/31/05	700,395	175,668	37,127	204,904	1,118,094
<i>Percentage of Total</i>	62.64%	15.71%	3.32%	18.33%	100%
12 Months Ended 12/31/06	746,829	186,136	37,327	232,193	1,202,485
<i>Percentage of Total</i>	62.11%	15.48%	3.10%	19.31%	100%
12 Months Ended 12/31/07	752,922	188,931	36,678	241,262	1,219,794
<i>Percentage of Total</i>	61.73%	15.49%	3.01%	19.78%	100%
12 Months Ended 12/31/08	921,245	227,201	28,919	129,784	1,307,149
<i>Percentage of Total</i>	70.48%	17.38%	2.21%	9.93%	100%
12 Months Ended 12/31/09	894,238	282,541	41,970	262,098	1,480,847
<i>Percentage of Total</i>	60.39%	19.08%	2.83%	17.70%	100%
12 Months Ended 12/31/10	931,435	287,404	33,570	243,845	1,496,254
<i>Percentage of Total</i>	62.25%	19.21%	2.24%	16.30%	100%
12 Months Ended 12/31/11	975,670	305,395	34,070	360,002	1,675,137
<i>Percentage of Total</i>	58.24%	18.23%	2.03%	21.49%	100%
12 Months Ended 12/31/12	1,021,686	319,892	34,070	279,571	1,655,219
<i>Percentage of Total</i>	61.73%	19.33%	2.06%	16.89%	100%
12 Months Ended 12/31/13	1,071,225	339,188	25,820	604,173	2,040,406
<i>Percentage of Total</i>	52.50%	16.62%	1.27%	29.61%	100%
12 Months Ended 12/31/14	1,121,275	357,711	34,070	410,449	1,923,505
<i>Percentage of Total</i>	58.29%	18.60%	1.77%	21.34%	100%

Note: Amounts above include revenues from the General Fund and the Agency Fund

DISTRIBUTION OF EXPENDITURES

2005-2014



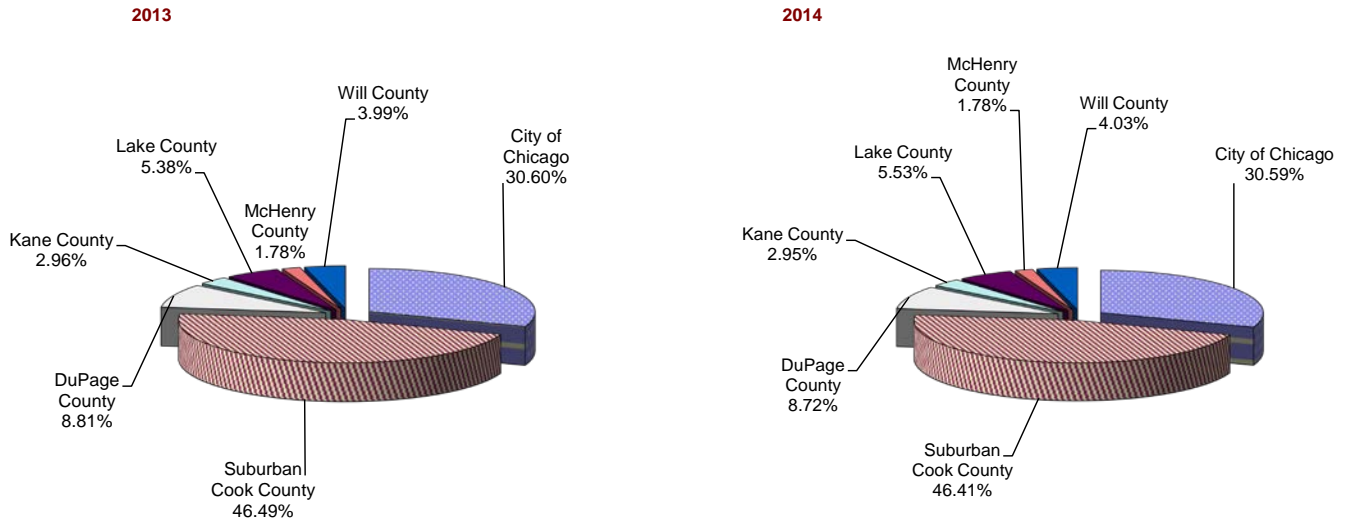
Last Ten Years

(In Thousands)

	Financial Assistance				Reduced Fare	Capital Grants	R T A and Other	Total
	CTA	Metra	Pace	Total				
12 Months Ended 12/31/05	495,885	241,728	80,052	817,665	37,127	277,130	220,202	1,352,124
Percentage of Total	36.67%	17.88%	5.92%	60.47%	2.75%	20.50%	16.29%	100%
12 Months Ended 12/31/06	496,690	256,301	98,500	851,490	37,327	165,436	227,481	1,281,735
Percentage of Total	38.75%	20.00%	7.68%	66.43%	2.91%	12.91%	17.75%	100%
12 Months Ended 12/31/07	468,349	257,374	164,202	889,925	36,678	113,328	252,301	1,292,232
Percentage of Total	36.24%	19.92%	12.71%	68.87%	2.84%	8.77%	19.52%	100%
12 Months Ended 12/31/08	591,760	287,181	211,620	1,090,561	28,919	119,374	308,308	1,547,161
Percentage of Total	38.25%	18.56%	13.68%	70.49%	1.87%	7.72%	19.93%	100%
12 Months Ended 12/31/09	417,288	267,576	194,698	879,562	41,970	123,069	389,857	1,434,457
Percentage of Total	29.09%	18.65%	13.57%	61.32%	2.93%	8.58%	27.18%	100%
12 Months Ended 12/31/10	436,467	277,506	202,463	916,436	33,570	122,998	398,531	1,471,534
Percentage of Total	29.66%	18.86%	13.76%	62.28%	2.28%	8.36%	27.08%	100%
12 Months Ended 12/31/11	485,117	289,179	212,253	986,549	34,070	241,047	1,258,260	2,519,926
Percentage of Total	19.25%	11.48%	8.42%	39.15%	1.35%	9.57%	49.93%	100%
12 Months Ended 12/31/12	538,594	297,369	233,872	1,069,835	34,070	237,717	1,333,074	2,674,696
Percentage of Total	20.14%	11.12%	8.74%	40.00%	1.27%	8.89%	49.84%	100%
12 Months Ended 12/31/13	576,678	308,812	252,133	1,137,623	25,820	508,343	442,732	2,114,518
Percentage of Total	27.27%	14.60%	11.92%	53.80%	1.22%	24.04%	20.94%	100%
12 Months Ended 12/31/14	597,363	322,518	268,657	1,188,538	34,070	314,780	785,469	2,322,856
Percentage of Total	25.72%	13.88%	11.57%	51.17%	1.47%	13.55%	33.81%	100%

Note: Amounts above include expenditures from the General Fund and the Agency Fund

SALES TAX REVENUE SOURCE BY COUNTY/CITY OF CHICAGO



Last Ten Years

(In Thousands)

	City of Chicago	Suburban Cook County	DuPage County	Kane County	Lake County	McHenry County	Will County	Total
12 Months Ended 12/31/05	\$214,134	\$373,317	\$44,495	\$15,328	\$27,348	\$8,635	\$17,138	\$700,395
Percentage of Total	30.57%	53.30%	6.35%	2.19%	3.90%	1.23%	2.45%	100%
12 Months Ended 12/31/06	231,273	395,727	46,867	16,008	28,743	9,194	19,016	746,828
Percentage of Total	30.97%	52.99%	6.28%	2.14%	3.85%	1.23%	2.55%	100%
12 Months Ended 12/31/07	236,783	395,163	46,592	16,015	29,058	9,494	19,817	752,922
Percentage of Total	31.45%	52.48%	6.19%	2.13%	3.86%	1.26%	2.63%	100%
12 Months Ended 12/31/08	272,121	447,437	77,227	26,472	48,166	16,034	33,788	921,245
Percentage of Total	29.54%	48.57%	8.38%	2.87%	5.23%	1.74%	3.67%	100%
12 Months Ended 12/31/09	267,553	418,793	79,060	27,144	49,782	16,627	35,279	894,238
Percentage of Total	29.92%	46.83%	8.84%	3.04%	5.57%	1.86%	3.95%	100%
12 Months Ended 12/31/10	278,394	438,000	81,996	28,368	50,789	17,193	36,695	931,435
Percentage of Total	29.89%	47.02%	8.80%	3.05%	5.45%	1.85%	3.94%	100%
12 Months Ended 12/31/11	295,770	453,866	85,937	29,799	52,994	17,712	39,592	975,670
Percentage of Total	30.31%	46.52%	8.81%	3.05%	5.43%	1.82%	4.06%	100%
12 Months Ended 12/31/12	312,519	474,249	88,845	30,569	56,169	18,284	41,051	1,021,686
Percentage of Total	30.59%	46.42%	8.70%	2.99%	5.50%	1.79%	4.02%	100%
12 Months Ended 12/31/13	327,809	497,997	94,329	31,667	57,650	19,077	42,696	1,071,225
Percentage of Total	30.60%	46.49%	8.81%	2.96%	5.38%	1.78%	3.99%	100%
12 Months Ended 12/31/14	343,832	521,593	97,995	33,208	62,156	19,964	45,249	1,123,997
Percentage of Total	30.59%	46.41%	8.72%	2.95%	5.53%	1.78%	4.03%	100%

Note: Amounts above include revenues from the General Fund and the Agency Fund

**Ratios of Outstanding Debt by Type
Last Ten Fiscal Years**
(dollars in thousands, except per capita)

Fiscal Year	Governmental Activities		Total Primary Government	Percentage of Sales Tax	Percentage of Personal Income ^b	Per Capita ^b
	General Obligation Bonds ^a	Working Cash Notes ^a				
2005	\$2,156,155	\$ -	\$ 2,156,155	34.64 %	0.46 %	17
2006	2,351,395	-	2,351,395	32.02	0.47	19
2007	2,292,260	56,000	2,348,260	39.23	0.44	18
2008	2,227,575	40,000	2,267,575	39.44	0.41	18
2009	2,419,120	-	2,419,120	38.50	0.46	19
2010	2,260,160	400,000	2,660,160	36.68	0.49	21
2011	2,176,975	265,000	2,441,975	41.84	0.43	19
2012	2,092,600	300,000	2,392,600	44.77	0.41	19
2013	2,003,800	300,000	2,303,800	48.79	0.38	18
2014	2,009,355	225,000	2,234,355	50.31	0.36	17

Note:

^a Details regarding the Authority's outstanding debt can be found in the notes to the financial statements.

^b See Table 14 for personal income and population data. These ratios are calculated using personal income and population for the prior calendar year.

LEGAL DEBT CAPACITY
(In Thousands)

2014

Legal Debt Margin:	Balance Outstanding at December 31, 2014	Issued	Working Cash Notes	Total
Debt Limitation per Act for General Obligations				
Debt applicable to limitation :				\$ 2,600,000
Non-SCIP Bonds:				
1990A General Obligation Bonds	\$38,790			
1991A General Obligation Bonds	42,630			
1994B General Obligation Bonds	7,095			
1994D General Obligation Bonds	29,225			
1997 General Obligation Refunding Bonds	40,890			
2003B General Obligation Bonds	120,810			
2005B General Obligation Refunding Bonds	94,735			
2010A General Obligation Bonds	44,605			
2010B General Obligation Bonds	112,925			
2011A General Obligation Refunding Bonds	71,035			
2014A General Obligation Bonds	99,295			
Total RTA Bonds Applicable to Limitation	702,035			(702,035)
SCIP Bonds:				
1992A General Obligation Bonds		\$188,000		
1993A General Obligation Bonds		\$55,000		
1994A General Obligation Bonds	17,300	195,000		
1994C General Obligation Bonds	17,545	62,000		
1999 General Obligation Refunding Bonds	206,435			
2000 General Obligation Bonds	193,455	260,000		
2001A General Obligation Bonds	74,985	100,000		
2001B General Obligation Refunding Bonds	27,505			
2002A General Obligation Bonds	124,390	160,000		
2003A General Obligation Bonds	209,530	260,000		
2004A General Obligation Bonds	214,790	260,000		
2006A General Obligation Bonds	221,385	250,350		
Total SCIP Bonds Applicable to Limitation	1,307,320	\$1,790,350		(1,790,350)
Total SCIP Bonds Outstanding				
Total Bonds Outstanding	\$2,009,355			
Debt Margin for General Obligations				107,615
Debt Limitation per Act for Working Cash Notes			\$400,000	
Total RTA Working Cash Notes Applicable to Limitation	225,000		(225,000)	
Debt Margin for Working Cash Notes				175,000
Total Legal Debt Margin				\$282,615

STATISTICAL SECTION (UNAUDITED)

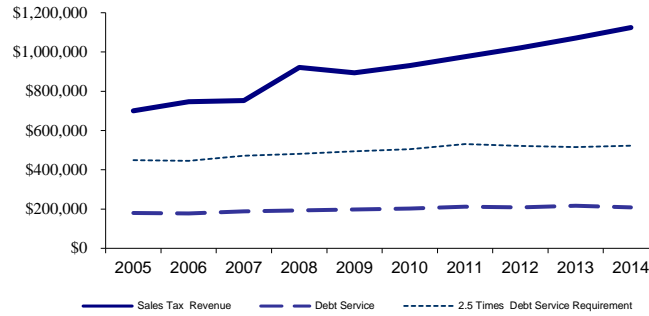
TABLE 10

**REGIONAL TRANSPORTATION AUTHORITY
LEGAL DEBT MARGIN INFORMATION
LAST TEN YEARS
(In Thousands)**

	Fiscal Year									
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Debt limit for General Obligations	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000
Total net debt applicable to limit	2,270,665	2,495,485	2,468,755	2,440,700	2,411,155	2,553,355	2,513,670	2,475,325	2,435,275	2,492,385
Debt margin for General Obligations	329,335	104,515	131,245	159,300	188,845	46,645	86,330	124,675	164,725	107,615
Debt limit for Working Cash Notes	100,000	100,000	100,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total net debt applicable to limit	-	-	40,000	56,000	260,000	400,000	265,000	300,000	300,000	225,000
	100,000	100,000	60,000	344,000	140,000	-	135,000	100,000	100,000	175,000
Legal debt margin	\$ 429,335	\$ 204,515	\$ 191,245	\$ 503,300	\$ 328,845	\$ 46,645	\$ 221,330	\$ 224,675	\$ 264,725	\$ 282,615
Total legal debt margin as a percentage of debt limit	15.90%	7.57%	7.08%	16.78%	10.96%	1.55%	7.38%	7.49%	8.82%	9.42%

**COMPARISON OF SALES TAX REVENUE
TO DEBT SERVICE REQUIREMENT**

2005 - 2014
(In Thousands)



As defined in the Bond and Note General Ordinance, ordinance 85-39, Section 909 (3), revenue test required that all RTA revenues shall equal or exceed two and one-half (2.5) times the maximum annual debt service requirements. In the graph presented above, the RTA compares 2.5 times debt service requirement to sales tax revenues, a major RTA revenue. In effect, the RTA significantly exceeds the revenue test defined in the ordinance.

Last Ten Years

(In Thousands)

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Sales Tax Revenue	\$700,395	\$746,829	\$752,922	\$921,245	\$894,238	\$931,435	\$975,670	\$1,021,686	\$1,071,225	\$1,123,997
Debt Service Requirement	\$179,536	\$178,086	\$188,551	\$192,555	\$197,529	\$201,994	\$212,441	\$208,712	\$206,228	\$208,985
2.5 Times Debt Service Requirement	\$448,840	\$445,215	\$471,378	\$481,388	\$493,823	\$504,985	\$531,103	\$521,780	\$515,570	\$522,463

Differences, if any, between debt service amounts presented above and amounts presented in the accompanying financial statements represent timing differences between payments made to trustees and payments made to bondholders. Also, investment income earned in the debt service accounts may lower actual cash transfers from the General Fund.

**RATIO OF ANNUAL DEBT SERVICE REQUIREMENTS
FOR GENERAL OBLIGATION BONDS TO TOTAL EXPENDITURES**

Last Ten Years *(In Thousands)*

Year	Debt Service Requirements			Total Expenditures	Ratio of Debt
	Principal	Interest	Total		Service to Total Expenditures
2005	\$ 49,570	\$ 129,966	\$ 179,536	\$ 1,352,124	13.28%
2006	55,110	122,976	178,086	1,281,765	13.89%
2007	59,135	129,416	188,551	1,292,232	14.59%
2008	64,685	127,870	192,555	1,547,161	12.45%
2009	68,455	129,074	197,529	1,434,457	13.77%
2010	74,060	127,934	201,994	1,475,959	13.69%
2011	79,110	133,331	212,441	2,519,926	8.43%
2012	84,375	124,337	208,712	2,679,696	7.79%
2013	88,800	117,428	206,228	2,119,518	9.73%
2014	93,740	115,245	208,985	2,322,856	9.00%

Table 13

**FEDERAL ALLOCATION OF CAPITAL FUNDS
TO NORTHEASTERN ILLINOIS**

Last Ten Calendar Years

Sections 5309, 5307, and Title 1 including CMAQ and STP (Formerly Section 3, 9, & 23, respectively)

(In Millions)

Federal Fiscal Year	Total Awarded	Chicago Transit Authority	Commuter Rail Division	Suburban Bus Division	Regional Transportation Authority
2005	536.83	330.08	174.80	31.95	-
2006	496.62	280.03	168.69	47.90	-
2007	449.49	288.61	128.45	32.43	-
2008	489.91	279.38	169.55	40.98	-
2009	917.78	535.32	297.57	84.89	-
2010	459.25	266.23	154.97	38.05	-
2011	489.37	299.50	145.02	44.85	-
2012	537.26	306.46	149.63	41.39	39.78
2013	629.76	403.73	158.59	67.44	-
2014	533.43	317.02	161.55	54.86	-
Total	\$ 6,032.86	\$ 3,598.12	\$ 1,876.87	\$ 518.09	\$ 39.78

Source of data: Information obtained from the Service Boards' records.

**REGIONAL TRANSPORTATION AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**

Fiscal Year	Population ¹	Personal Income (in thousands)	Per Capita Personal Income	Unemployment Rate ²
2005	12,609,903	472,072,676	37,437	5.8%
2006	12,643,955	504,493,021	39,900	4.7%
2007	12,695,866	532,587,009	41,950	5.1%
2008	12,747,038	554,521,494	43,502	6.4%
2009	12,796,778	522,945,597	40,865	10.0%
2010	12,841,980	539,680,018	42,025	10.5%
2011	12,869,257	562,662,480	43,721	9.8%
2012	12,875,255	577,008,488	44,815	8.9%
2013	12,882,135	602,627,109	46,780	9.2%
2014	12,880,580	619,808,386	48,120	7.1%

⁽¹⁾ Source: Bureau of Economic Analysis U.S. Department of Commerce

⁽²⁾ Source: Bureau of Labor Statistics Data U.S. Department of Labor

**REGIONAL TRANSPORTATION AUTHORITY
PRINCIPAL EMPLOYERS**

Employer ¹	CURRENT YEAR 2014			Employer ¹	Ten Years Ago 2004		
	Employees	Rank	% of Total Region Employment		Employees	Rank	% of Total Region Employment
United States Government	45,673	1	1.13%	United States Government	88,000	1	2.24%
Chicago Public Schools	38,933	2	0.97%	Chicago Public Schools	39,402	2	1.00%
City of Chicago	30,345	3	0.75%	Jewel/Osco	36,749	3	0.94%
Cook County	21,622	4	0.54%	City of Chicago	35,978	4	0.92%
Advocate Health Care	18,556	5	0.46%	Cook County	26,505	5	0.68%
University of Chicago	16,025	6	0.40%	Advocate Health Care	25,196	6	0.64%
JP Morgan Chase & Co.	15,015	7	0.37%	United Parcel Service of Am	19,563	7	0.50%
State of Illinois	14,925	8	0.37%	State of Illinois	17,222	8	0.44%
Northwestern Memorial Healthcare	14,550	9	0.36%	SBC Communications	17,000	9	0.43%
United Continental Holdings Inc	14,000	10	0.35%	United Airlines	15,830	10	0.40%
Total	229,644		5.70%		321,445		8.19%

Note: RTA service area includes Cook and the five collar Counties.
The information obtained from the sources below has been adjusted to reflect only employers from these areas.

⁽¹⁾ Crain's Chicago Business

RTA & SERVICE BOARDS OPERATING CHARACTERISTICS

2014

<u>Chicago Transit Authority</u>	<u>Metra Commuter Rail Division*</u>	<u>Pace Suburban Bus Division</u>
<u>Rapid Transit</u>	<u>Commuter Rail</u>	<u>Fixed Route Bus</u>
<ul style="list-style-type: none"> • 8 rail lines • 146 stations served • 1,356 rapid transit cars • 238.1 million riders per year • 1,614 STO* positions 	<ul style="list-style-type: none"> • 11 rail lines • 488 route miles • 1,155 miles of track • 241 stations • 146 locomotives • 837 passenger cars • 186 electric cars • 703 weekday trains operated • 83.4 million riders per year • 4,560 full-time employees • 1.9 billion passenger miles per year • 43.2 million vehicle miles per year 	<ul style="list-style-type: none"> • 144 regular routes • 38 feeder routes • 13 shuttle routes • 14 seasonal routes • 600 vehicles in use during peak periods • 31.7 million riders per year • 734 Pace-owned buses • 1,533 full-time employees
<u>Motor Bus</u>		<u>ADA Paratransit</u>
<ul style="list-style-type: none"> • 128 bus routes • 1,865 buses • 276.1 million riders per year • 3,708 STO* positions 		<ul style="list-style-type: none"> • 301 Pace-owned lift-equipped vehicles in service • 4.1 million riders per year • 35 full-time employees
<u>CTA Totals</u>		<u>Dial-a-Ride</u>
<ul style="list-style-type: none"> • 1.4 billion rail passenger miles per year • 728.6 million bus passenger miles per year • 122.7 million vehicle revenue miles per year • 4,339 without STO* positions 		<ul style="list-style-type: none"> • 71 local services • 154 Pace-owned lift-equipped vehicles in service • 210 communities served • 1.2 million riders per year
<i>*STO is scheduled transit operators. This classification includes bus operators, motormen, conductors, and customer assistants.</i>	<i>*All data exclude NICTD South Shore</i>	<u>Vanpool</u>
		<ul style="list-style-type: none"> • 710 vanpool vehicles in operation • 1.9 million riders per year

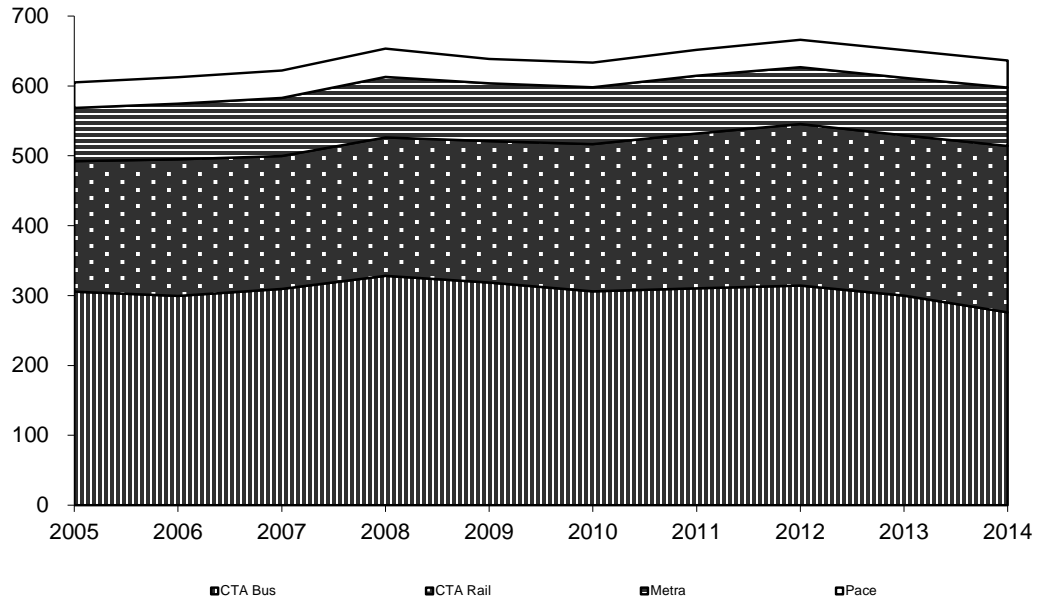
Source of data: Information obtained from the Service Boards, the NTD, and RTA records.

STATISTICAL SECTION (UNAUDITED)

Table 17

System Ridership and Unlinked Passenger Trips

2005-2014
(In Millions)



Last Ten Years

(In Millions)

Service Consumed:	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
CTA - Bus	305.5	299.6	309.3	328.2	318.7	306	310.4	314.4	300.1	276.1
CTA - Rail	186.8	195.2	190.3	198.1	202.6	210.9	221.6	231.2	229.1	238.1
Total CTA*	492.3	494.8	499.6	526.3	521.3	516.9	532.0	545.6	529.2	514.2
Metra	76.1	79.9	83.3	86.8	82.3	81.4	82.7	81.3	82.3	83.4
Pace**	36.9	38.0	39.2	40.5	35.1	35.1	37.1	39.2	39.9	38.9
System Total	605.3	612.7	622.1	653.6	638.7	633.4	651.8	666.1	651.4	636.5
Percent Change	3.9%	1.2%	1.5%	5.1%	-2.3%	-0.8%	2.9%	2.2%	-2.2%	-2.3%

*CTA ridership includes rail-to-rail transfers.

**PACE ridership includes ADA Paratransit rides beginning in 2007.

Source of data: Information obtained from the National Transit Database.

**Regional Transportation Authority
Full-time Employee by Function**

Last Five Fiscal Years

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Audit	0	3	3	3	4
Executive Office	3	3	2	2	2
Communications and Public Affairs	5	12	11	0	2
Customer Service/Mobility Services	0	0	0	34	36
Finance & Performance Management	18	24	26	25	22
Human Resources	0	3	3	3	3
Information Technology	0	7	7	9	9
Administration	14	0	0	0	0
Legal	3	8	6	6	7
Government and Community Affairs	2	4	6	8	5
Planning	49	46	47	0	0
Planning and Market Development	0	0	0	20	22
Research, Analysis & Policy Development	11	0	0	0	0
Totals	105	110	111	110	112

Source: RTA HR records



**Regional
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