



To: Chicago Transit Authority Board

From: Tom McKone, Chief Financial Officer

Re: Financial Results for February 2025

Date: April 9, 2025

I. Summary

CTA's financial results for February show a favorable variance of \$1.9 million, mainly due to higher-than-budgeted investment income and lower-than-anticipated material and other expenses. For the year-to-date results, the CTA is \$6.2 million favorable to budget, primarily driven by higher-than-budgeted investment income and lower-than-anticipated material expenses. Public funding collected for 2025 year-to-date totaled \$126.2 million, which is \$7.7 million favorable to budget.

Ridership for the month was 22.5 million, which was 5.1 million lower than budget and 1.2 million lower than February 2024. Ridership year-to-date was 7.2 million lower than budget and 0.3 higher than the prior year.

II. Revenue

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Fare & Pass Revenue	\$ 24,525	\$ (2,830)	\$ (1,663)	\$ 50,408	\$ (2,546)	\$ (520)

In February, fare and pass revenue was \$2.8 million unfavorable to budget, primarily due to lower-than-expected full fare rail and bus revenues and lower 7-day pass revenue. Compared to prior year, this reflects a revenue decrease of \$1.7 million, primarily attributed to lower full fare rail and bus revenues in addition to lower 7-day pass revenue. The average fare for the month was \$1.09 per ride, which was \$0.10 higher than the budgeted rate and \$0.01 lower than the average fare in the prior year. The favorability to budget was driven by higher average rate on pass revenues and 1.4 million lower free rides than budgeted.

Year-to-date fare and pass revenue was \$2.5 million lower than budget, due to lower-than-expected full fare rail and bus revenues in addition to lower 7-day pass revenue. Compared to the previous year, revenue has decreased \$0.5 million, largely attributable to February's lower-than-expected full fare rail and bus revenues in addition to lower 7-day pass revenue. The average fare for the year is \$1.11 per ride, which is \$0.10 higher than the budgeted rate and \$0.02 lower than last year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Reduced Fare Subsidy	\$ 1,453	\$ -	\$ 132	\$ 2,905	\$ -	\$ 264

The Reduced Fare Subsidy was on par with budget for both the month and year-to-date. It was \$0.1 million favorable over February 2024 and \$0.3 million higher for the year-to-date, due to a higher expected reimbursement from the State in 2025 compared to 2024.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Advertising, Charter, Concession	\$ 2,430	\$ (328)	\$ (438)	\$ 4,938	\$ (642)	\$ (699)

Advertising, Charter, and Concessions Revenue was \$0.3 million and \$0.6 million unfavorable to budget for the month and year-to-date, respectively, primarily due to lower-than-expected vehicle and platform advertising revenue. Year-to-date, revenue was \$0.7 million lower than the prior year, primarily due to the timing of payments related to a revised payment schedule included in a recently executed advertising agency contract amendment.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Investment income	\$ 2,919	\$ 2,503	\$ 1,917	\$ 5,455	\$ 4,621	\$ 3,452

Investment income was \$2.5 million and \$4.6 million favorable to budget for the month and the year-to-date, respectively. It was \$3.5 million higher than prior year-to-date due to an increase in the cash and investments balance and favorable fluctuations in the short-term market rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Other Revenue	\$ 2,277	\$ 107	\$ 294	\$ 4,688	\$ 323	\$ 824

Other Revenue was \$0.1 million and \$0.3 million favorable to budget for the month and year-to-date, respectively, primarily due to increased non-capital grant revenue. For the month, Other Revenue was \$0.3 million higher than the prior year due to the increased non-capital grant revenue. Year-to-date, it was \$0.8 million favorable compared to the prior year, primarily due to increased non-capital grant revenue. The increase in non-capital grant revenue was balanced by a corresponding increase in non-capital grant expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Total System Generated Revenue	\$ 33,604	\$ (548)	\$ 242	\$ 68,394	\$ 1,756	\$ 3,321

Total System-Generated Revenue was \$0.5 million unfavorable to budget for the month, primarily due to lower-than-anticipated fare box revenue. Year-to-date, total system revenue was \$1.8 million favorable to budget, due to higher-than-expected investment income and pass revenue. Compared to February 2024, revenue increased by \$0.2 million for the month and was \$3.3 million higher year-to-date, primarily due to the growth in both investment income and pass revenue.

III. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Labor	\$ 112,825	\$ (1,428)	\$ (9,171)	\$ 233,527	\$ 384	\$ (21,936)

Labor expense was \$1.4 million unfavorable to budget for the month. It was \$0.4 million favorable for the year-to-date due to lower than budgeted filled positions for CTA exempt and union non-operator roles. Labor expense was \$9.2 million higher than February 2024 and year-to-date labor expense was \$21.9 million higher than prior year, primarily due to contractual wage increases and increased staffing necessary for expanded service delivery, reflected by a 10% increase in union hours worked over the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Material	\$ 10,093	\$ 2,049	\$ 410	\$ 21,922	\$ 2,678	\$ (731)

Material expense was \$2.0 million favorable to budget for the month and \$2.7 million favorable for the year-to-date due to the timing of vehicle part purchases. This was \$0.4 million lower than February 2024 and \$0.7 million higher than 2024 for the year-to-date due to the timing of vehicle part purchases and the increased material costs.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Fuel	\$ 3,561	\$ 446	\$ (216)	\$ 7,570	\$ 592	\$ (694)

Fuel for Revenue Equipment expense was \$0.4 million favorable to budget in February and \$0.6 million favorable year-to-date due to favorable fuel prices. Compared to prior year, fuel is \$0.2 million higher for February and \$0.7 million higher year-to-date driven by higher usage due to additional service, with fuel increasing by 387k gallons over prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Power	\$ 5,267	\$ (573)	\$ (1,996)	\$ 10,336	\$ (492)	\$ (4,174)

Traction Power for Revenue Equipment expense was \$0.6 million unfavorable to budget for the month and \$0.5 million unfavorable for the year-to-date due to higher-than-expected usage and ComEd rates. Traction power expense was \$4.2 million unfavorable to prior year-to-date due to higher ComEd rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Provision for Injuries & Damages	\$ 1,855	\$ -	\$ (201)	\$ 3,710	\$ -	\$ (402)

The Provision for Injuries & Damages expense was on par with budget for both the month and the year-to-date. The expense was \$0.4 million unfavorable to the prior year-to-date due to funding requirements.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Purchase of Security Services	\$ 7,902	\$ 36	\$ (583)	\$ 15,623	\$ 622	\$ (2,857)

Purchase of Security Services was on par with budget for the month and \$0.6 million higher than February 2024 due to additional private security deployments on the system. On a year-to-date basis, expenses were \$0.6 million favorable to budget and \$2.9 million unfavorable to prior year due to the increase in private security services.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Other Expenses	\$ 28,445	\$ 1,942	\$ (197)	\$ 56,807	\$ 685	\$ (1,810)

Other expenses were \$1.9 million favorable to budget for the month and \$0.7 million favorable to budget for the year-to-date due to lower-than-expected contractual services invoices. Other expenses year-to-date were \$1.8 million higher than prior year due to increased costs for contractual services. The other expense category includes the pension obligation bond expense, utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Total Operating Expenses	\$ 169,948	\$ 2,473	\$ (11,953)	\$ 349,494	\$ 4,471	\$ (32,604)

Operating Expenses were \$2.5 million favorable to budget for the month mainly due to lower than anticipated material costs and lower-than-expected contractual services invoices. Operating Expenses were \$4.5 million favorable to budget for the year-to-date primarily due to lower-than-expected material costs. The unfavorable variance to prior year-to-date was primarily due to higher labor costs in addition to higher security and traction power expenses, which are detailed above.

IV. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Recovery Ratio	65.02%	1.51		59.99%	0.21	

Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 65.02% for the month. This was favorable to budget by 1.51 percentage points for the month. Year-to-date, the recovery ratio was 59.99%, which was favorable to budget by 0.21 percentage points and favorable to the RTA required recovery ratio of 42.00% by 17.99 percentage points. In 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021 - 2023 due to the pandemic, which has been extended through 2025.

V. Ridership

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-25	Budget Feb-25	Prior Year Feb25 vs. Feb24	2025	Budget 2025	Prior Year 2024
Bus	13,726	(2,452)	(683)	27,488	(3,287)	196
Rail	7,509	(1,589)	(403)	15,373	(1,945)	197
Rail to Rail Transfers	1,273	(1,073)	(116)	2,561	(1,960)	(116)
Total	22,507	(5,114)	(1,202)	45,421	(7,192)	278

- Ridership for February was 22.5 million, 5.1 million lower than budget and 1.2 million lower than prior year. Excluding free rides and transfers, ridership was 2.7 million lower than budget.
- Calendar adjusted ridership was down 2.4% from prior year due to colder temperatures in February 2025 compared to February 2024.
- Ridership for the year-to-date was 45.4 million, 7.2 million lower than budget and 0.3 million higher than the prior year-to-date. Excluding free rides and transfers, ridership was 3.2 million lower than budget.
- Calendar adjusted ridership was up 1.5% from the prior year-to-date.
- More details on ridership can be found in the February Ridership Report.

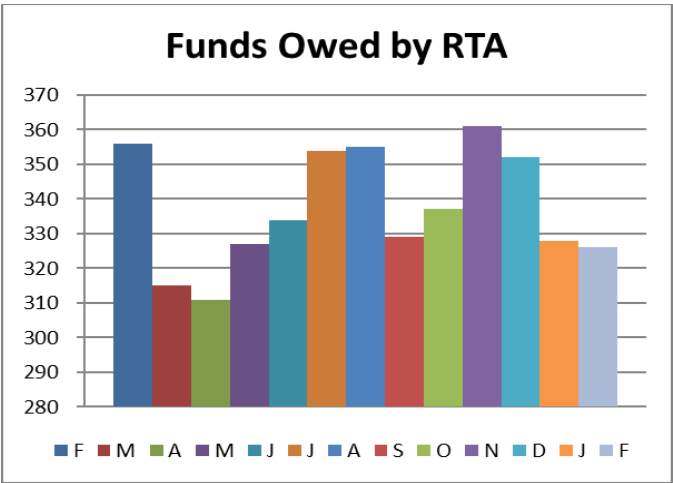
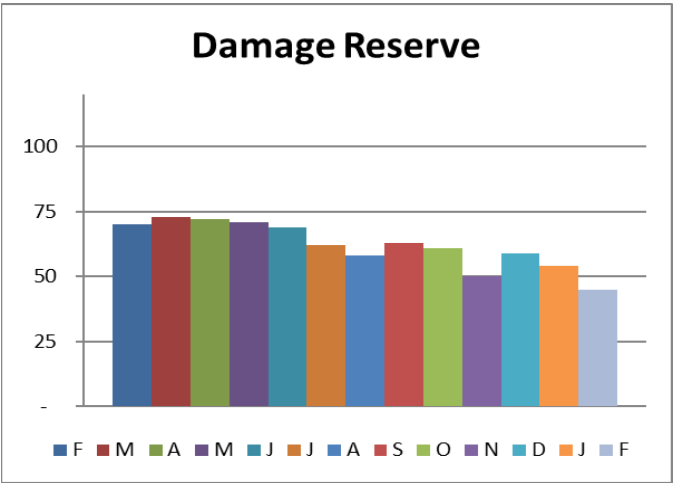
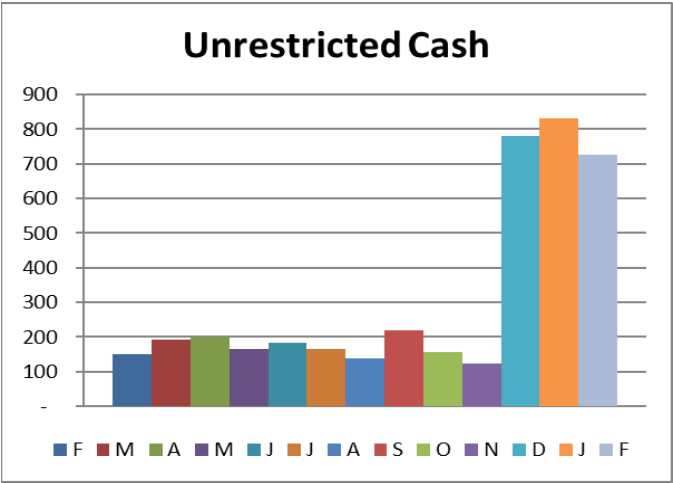
VI. Cash & Liquidity

The chart below highlights CTA's cash position in February 2025 compared to February 2024.

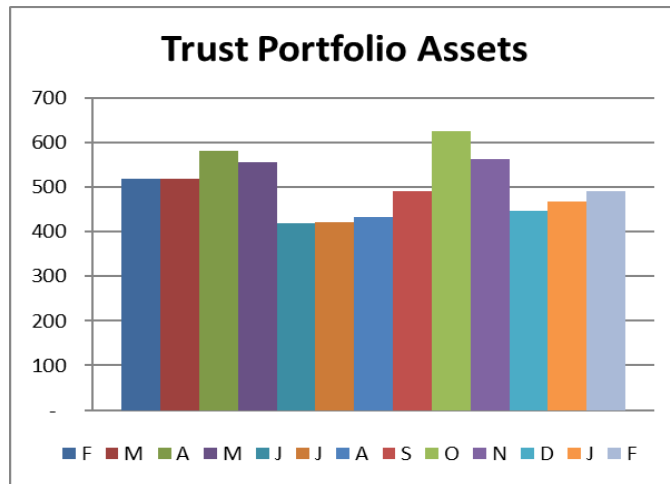
	February 2025	February 2024	Increase (Decrease)
Unrestricted Cash	\$ 726,526	\$ 148,911	\$ 577,615
Damage Reserve	45,055	70,304	\$ (25,249)
Funds Owed by RTA	325,536	353,697	\$ (28,161)
Trust Portfolio Assets	491,292	517,618	\$ (26,326)
Total Cash and Receivables	\$ 1,588,409	\$ 1,090,530	\$ 497,879

CTA's total cash/receivables balance was \$1.6 billion. Unrestricted cash was \$577.6 million higher than the prior year due to the receipt of federal relief funding in addition to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$25.2 million lower than last year due to settlement payments in 2025 totaling \$13.6 million offset by deposits into the fund. A total of \$58.2 million was used from the designated reserve, which had a balance of \$516.6 million at the end of February. Funds owed by the RTA were approximately \$325.5 million which was \$28.2 million lower than the prior year due to the timing of payments from the State. CTA continues to work closely with the RTA to monitor their receivable balance owed; Trust Portfolio Assets represent bond proceeds held in Trust for funding capital projects and making required debt service payments and therefore go down when payments are made.

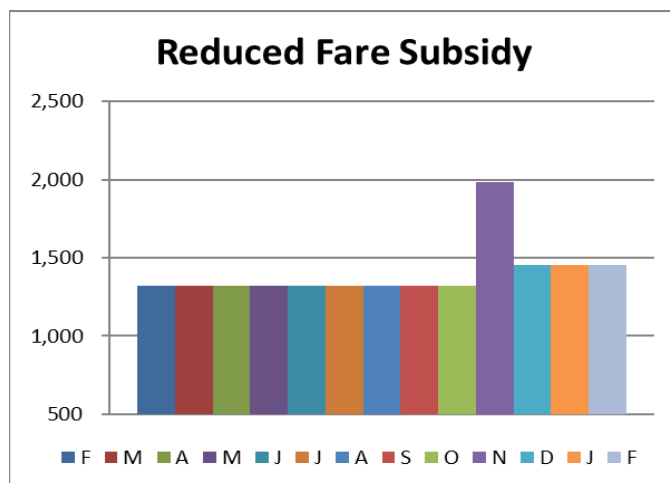
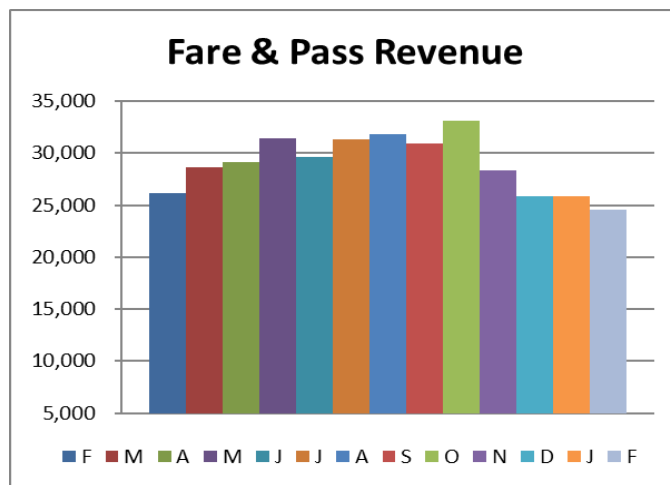
Cash & Liquidity



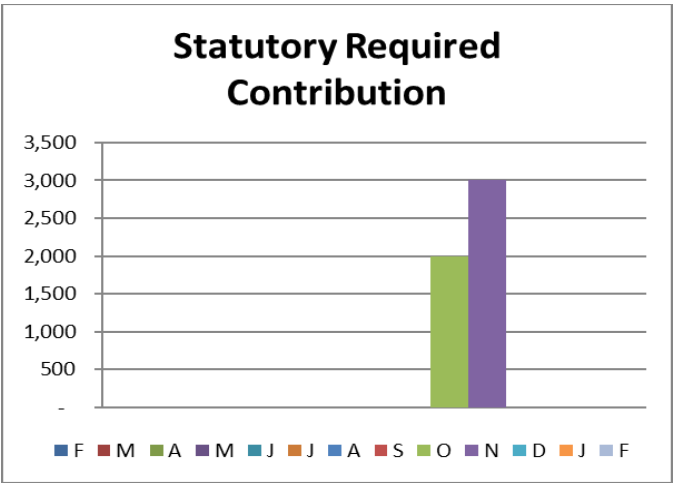
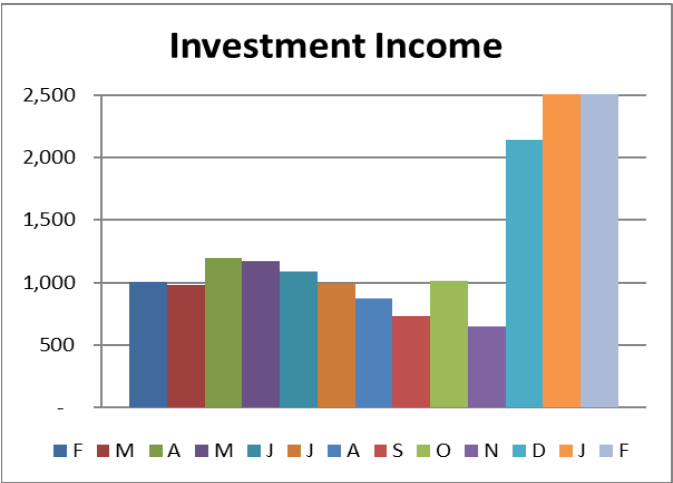
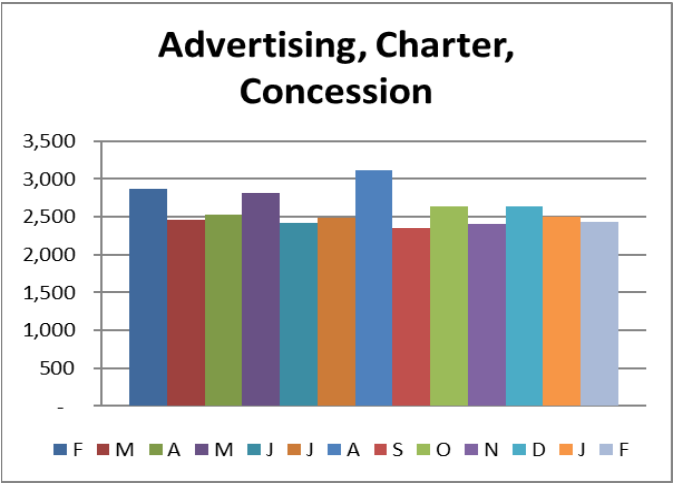
Cash & Liquidity Cont'd



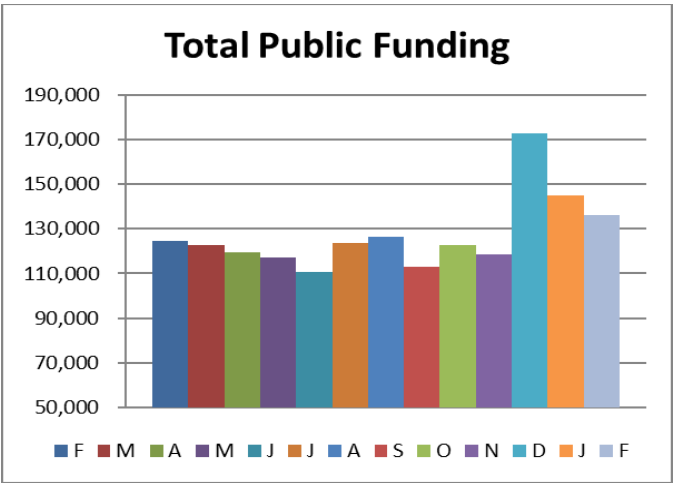
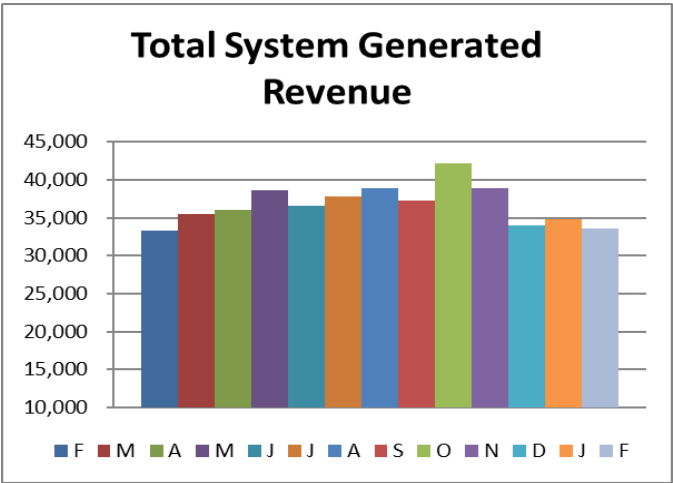
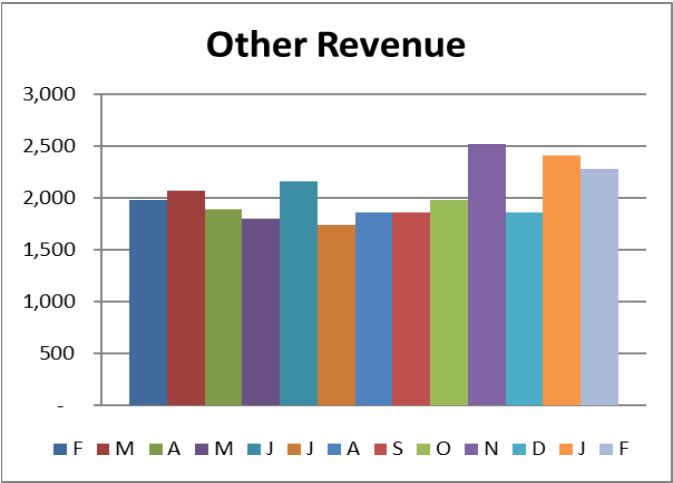
Revenue



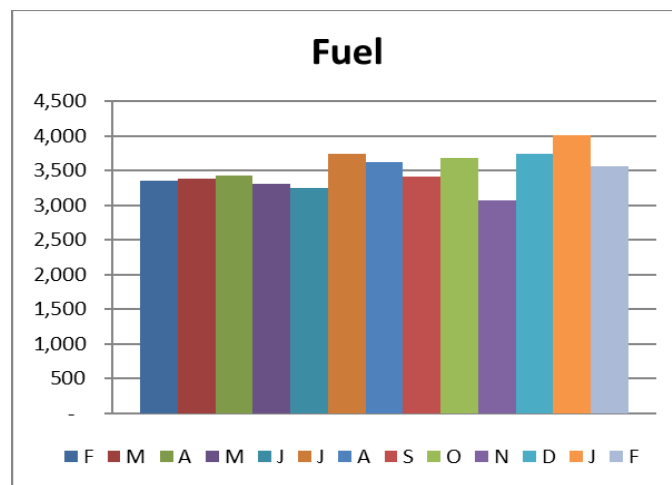
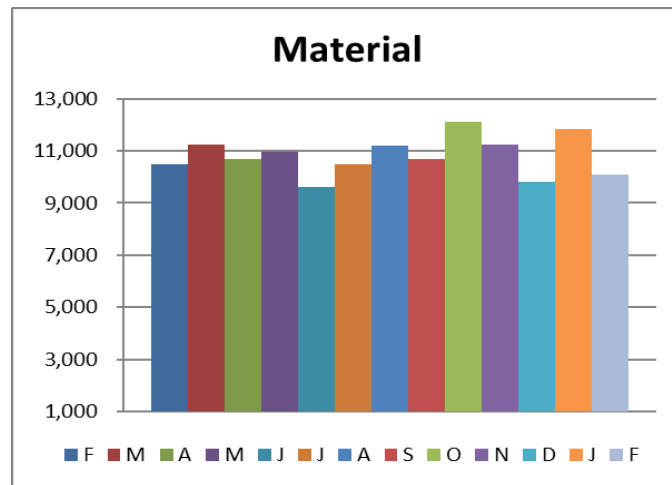
Revenue Cont'd



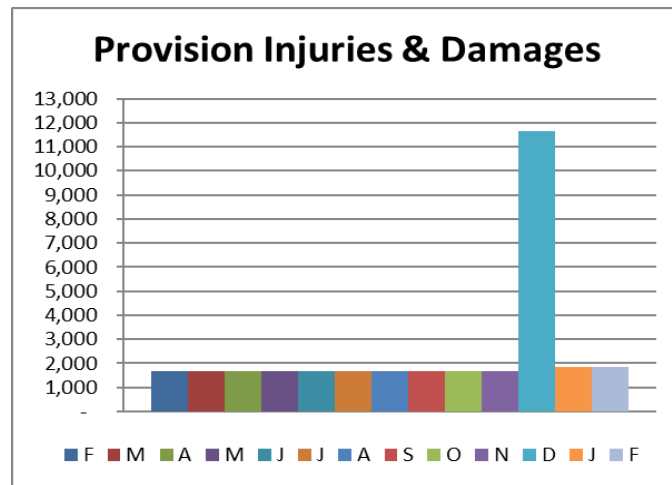
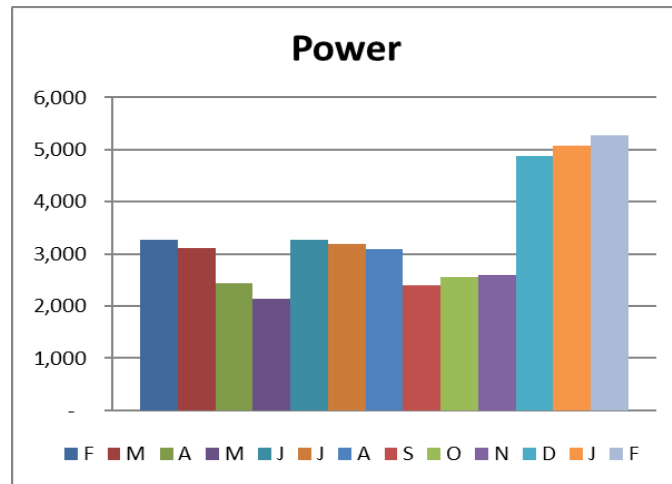
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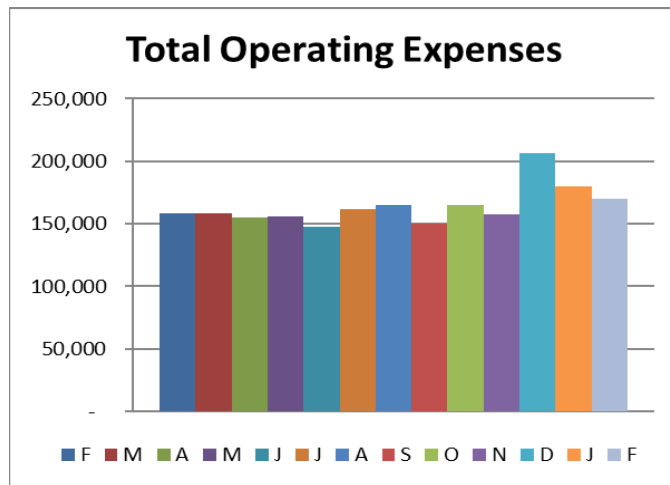
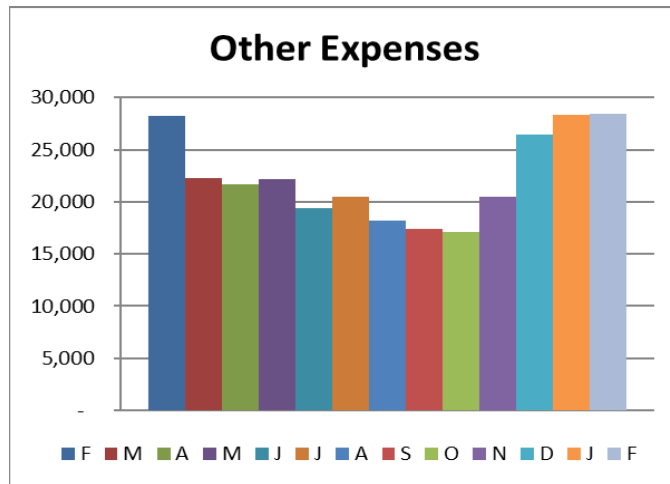
Expenses



Expenses Cont'd



Expenses Cont'd



Cash	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25
Unrestricted Cash	149	191	202	166	183	165	137	220	156	124	780	830	727
Damage Reserve	70	73	72	71	69	62	58	63	61	50	59	54	45
Funds Owed by RTA	356	315	311	327	334	354	355	329	337	361	352	328	326
Trust Portfolio Assets	518	520	581	556	420	421	434	491	625	563	447	468	491

Revenue	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25
Fare & Pass Revenue	26,187	28,640	29,108	31,448	29,650	31,275	31,786	30,946	33,156	28,303	25,857	25,884	24,525
Reduced Fare Subsidy	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,981	1,453	1,453	1,453
Advertising, Charter, Concession	2,869	2,463	2,531	2,821	2,415	2,494	3,116	2,352	2,645	2,410	2,638	2,508	2,430
Investment Income	1,003	981	1,194	1,174	1,087	986	869	733	1,011	645	2,138	2,535	2,919
Statutory Required Contribution	-	-	-	-	-	-	-	-	2,000	3,000	-	-	-
Other Revenue	1,983	2,068	1,890	1,803	2,153	1,741	1,862	1,856	1,974	2,514	1,854	2,410	2,277
Total System Generated Revenue	33,362	35,474	36,044	38,567	36,626	37,816	38,954	37,208	42,107	38,853	33,940	34,790	33,604
Total Public Funding	124,632	122,524	119,222	116,989	110,613	123,433	126,373	113,043	122,671	118,427	172,770	144,756	136,344

Expenses	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25
Labor	103,653	106,363	107,678	108,087	102,882	114,387	120,283	107,699	120,244	111,144	139,683	120,702	112,825
Material	10,504	11,247	10,668	10,977	9,596	10,481	11,187	10,673	12,114	11,245	9,818	11,829	10,093
Fuel	3,346	3,379	3,423	3,314	3,247	3,738	3,616	3,405	3,675	3,068	3,736	4,009	3,561
Power	3,271	3,107	2,429	2,144	3,269	3,188	3,091	2,391	2,556	2,590	4,875	5,069	5,267
Provision Injuries & Damages	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654	11,654	1,855	1,855
Purchase of Security Services	7,319	10,014	7,717	7,177	7,251	7,326	7,295	7,048	7,460	7,123	10,450	7,721	7,902
Other Expenses	28,248	22,234	21,697	22,202	19,339	20,474	18,200	17,381	17,075	20,457	26,492	28,362	28,445
Total Operating Expenses	157,994	157,998	155,266	155,556	147,239	161,249	165,327	150,250	164,778	157,280	206,709	179,546	169,948