

**CHICAGO TRANSIT AUTHORITY
CHICAGO, ILLINOIS**

**FINANCIAL STATEMENTS AND
SUPPLEMENTARY INFORMATION**

Years Ended December 31, 2025 and 2024
(With Independent Auditor's Report Thereon)

CHICAGO TRANSIT AUTHORITY
Chicago, Illinois

FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

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INDEPENDENT AUDITOR'S REPORT

Chicago Transit Board
Chicago Transit Authority
Chicago, Illinois

Report on the Audit of the Financial Statements***Opinions***

We have audited the financial statements of the business-type activities and fiduciary activities of the Chicago Transit Authority (CTA), as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the CTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the CTA, as of December 31, 2025 and 2024, and the respective changes in its financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the CTA, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management 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, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the CTA's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

(Continued)

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 CTA's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the CTA's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by 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.

(Continued)

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the CTA's basic financial statements. The accompanying supplementary schedules of expenses and revenues – budget and actual for the years ended December 31, 2025 and 2024, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is 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.

The information has been subjected to the auditing procedures applied in the audits 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 accompanying supplementary schedules of expenses and revenues – budget and actual for the years ended December 31, 2025 and 2024 are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated April 29, 2026 on our consideration of the CTA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of CTA's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the CTA's internal control over financial reporting and compliance.


Crowe LLP

Oakbrook Terrace, Illinois
April 29, 2026

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

Introduction

The following discussion and analysis of the financial performance and activity of the Chicago Transit Authority (CTA) provide an introduction and understanding of the basic financial statements of the CTA for the fiscal years ended December 31, 2025 and 2024. This discussion was prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

Financial Highlights for 2025

- Net position totaled \$(217,446,000) at December 31, 2025.
- Net position decreased \$50,431,000 in 2025 which compares to an increase of \$775,075,000 in 2024.
- Total net capital assets were \$6,018,945,000 at December 31, 2025, an increase of 7.22% over the balance at December 31, 2024 of \$5,613,427,000.

Financial Highlights for 2024

- Net position totaled (\$167,015,000) at December 31, 2024.
- Net position increased \$775,075,000 in 2024 which compares to an increase of \$59,957,000 in 2023.
- Total net capital assets were \$5,613,427,000 at December 31, 2024, an increase of 6.98% over the balance at December 31, 2023 of \$5,246,993,000.

The Financial Statements

The basic financial statements provide information about the CTA's business-type activities and the Qualified Supplemental Retirement Fund (fiduciary activities). The financial statements are prepared in accordance with U.S. generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board (GASB).

Overview of the Financial Statements for Business-Type Activities

The financial statements consist of the (1) Statements of Net Position, (2) Statements of Revenues, Expenses, and Changes in Net Position, (3) Statements of Cash Flows, and (4) Notes to the Financial Statements. The financial statements are prepared on the accrual basis of accounting, meaning that all expenses are recorded when incurred and all revenues are recognized when earned, in accordance with U.S. generally accepted accounting principles.

Statements of Net Position

The Statements of Net Position reports all financial and capital resources for the CTA (excluding fiduciary activities). The statements are presented in the format where assets, plus deferred outflows of resources, less liabilities, less deferred inflows of resources, equals net position, formerly known as equity. Assets and liabilities are presented in order of liquidity and are classified as current (convertible into cash within one year) and noncurrent. The focus of the Statements of Net Position is to show a picture of the liquidity and health of the organization as of the end of the year.

CHICAGO TRANSIT AUTHORITY
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The Statements of Net Position are designed to present the net available liquid (noncapital) assets, deferred outflows of resources, net of liabilities, and deferred inflows of resources for the entire CTA. Net position is reported in three categories:

- *Net Investment in Capital Assets* - This component of net position consists of all capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
- *Restricted* - This component of net position consists of restricted assets where constraints are placed upon the assets by creditors (such as debt covenants), grantors, contributors, laws, and regulations, etc.
- *Unrestricted* - This component consists of net position that does not meet the definition of net investment in capital assets, or a restricted component of net position.

Statements of Revenues, Expenses, and Changes in Net Position

The Statements of Revenues, Expenses, and Changes in Net Position includes operating revenues, such as bus and rail passenger fares, rental fees received from concessionaires, and the fees collected from advertisements on CTA property; operating expenses, such as costs of operating the mass transit system, administrative expenses, and depreciation on capital assets; and nonoperating revenue and expenses, such as grant revenue, investment income, and interest expense. The focus of the Statements of Revenues, Expenses, and Changes in Net Position is the changes in net position. This is similar to net income or loss and portrays the results of operations of the organization for the entire operating period.

Statements of Cash Flows

The Statements of Cash Flows discloses net cash provided by or used for operating activities, investing activities, noncapital financing activities, and from capital and related financing activities.

Notes to Financial Statements

The Notes to Financial Statements are an integral part of the basic financial statements and describe the organization, budget, significant accounting policies, related-party transactions, deposits and investments, restrictions on deposits and investments, capital assets, leases, bonds payable, long-term liabilities, defined-benefit pension plans, other post-employment benefits, risk management, and the commitments and contingencies. The reader is encouraged to review the notes in conjunction with the management discussion and analysis and the financial statements.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

Financial Analysis of the CTA's Business-Type Activities

Statements of Net Position

The following table reflects a condensed summary of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position of the CTA as of December 31, 2025, 2024, and 2023:

Table 1
Summary of Assets, Deferred Outflows of Resources, Liabilities,
Deferred Inflows of Resources, and Net Position
December 31, 2025, 2024, and 2023
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Assets:			
Current assets	\$ 1,157,385	\$ 1,486,103	\$ 882,779
Capital assets, net	6,018,945	5,613,427	5,246,993
Noncurrent assets	393,235	456,845	464,934
Total assets	<u>7,569,565</u>	<u>7,556,375</u>	<u>6,594,706</u>
Total deferred outflows of resources	<u>350,591</u>	<u>359,562</u>	<u>399,958</u>
Total assets and deferred outflows of resources	<u>\$ 7,920,156</u>	<u>\$ 7,915,937</u>	<u>\$ 6,994,664</u>
Liabilities:			
Current liabilities	\$ 1,139,457	\$ 1,143,897	\$ 997,648
Long-term liabilities	6,919,659	6,887,132	6,924,356
Total liabilities	<u>8,059,116</u>	<u>8,031,029</u>	<u>7,922,004</u>
Total deferred inflows of resources	<u>78,486</u>	<u>51,923</u>	<u>14,750</u>
Net position			
Net investment in capital assets	2,663,630	2,361,613	2,176,505
Restricted:			
Payment of leasehold obligations	934	1,172	1,432
Debt service	59,663	58,767	60,961
Unrestricted (deficit)	<u>(2,941,673)</u>	<u>(2,588,567)</u>	<u>(3,180,988)</u>
Total net position	<u>(217,446)</u>	<u>(167,015)</u>	<u>(942,090)</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 7,920,156</u>	<u>\$ 7,915,937</u>	<u>\$ 6,994,664</u>

Year Ended December 31, 2025

Current assets decreased by \$328,718,000 primarily due to lower cash balances.

Capital assets (net) increased by \$405,518,000 or 7.22% to \$6,018,945,000 due to more capital funding. The CTA's capital improvement projects were funded primarily by the Federal Transit Administration (FTA), U.S. Department of Transportation, the Illinois Department of Transportation (IDOT), the Regional Transportation Authority (RTA), and CTA bonds.

Other non-current assets decreased by 13.92% to \$393,235,000 due to capital spending of bond proceeds.

Current liabilities decreased 0.39% to \$1,139,457,000 primarily due to lower accounts payable balances.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

Long-term liabilities increased by \$32,527,000 or 0.47% to \$6,919,659,000. The increase is due to an increase in the capital line of credit balance, which was partially offset by a decrease in bonds payable.

Net investment in capital assets consists of capital assets, net of accumulated depreciation, and reduced by the amount of outstanding indebtedness attributable to the acquisition, construction, or improvement of those assets.

The net position balances restricted for other purposes include amounts restricted for two distinct purposes. The first restriction is for the assets restricted for future payments on the lease obligations. The second restriction is for the assets restricted for debt service payments.

The deficit in unrestricted net position, which represents assets available for operations, increased 13.64% from the prior year.

Year Ended December 31, 2024

Current assets increased by \$603,324,000 primarily due to higher cash balances.

Capital assets (net) increased by \$366,434,000 or 6.98% to \$5,613,427,000 due to more capital funding. The CTA's capital improvement projects were funded primarily by the Federal Transit Administration (FTA), U.S. Department of Transportation, the Illinois Department of Transportation (IDOT), the Regional Transportation Authority (RTA), and CTA bonds.

Other non-current assets decreased by 1.74% to \$456,845,000 due to capital spending of bond proceeds.

Current liabilities increased 14.66% to \$1,143,897,000 primarily due to an increase in the capital line of credit balance due in 2025 and higher accounts payable balances.

Long-term liabilities decreased by \$37,224,000 or 0.54% to \$6,887,132,000. The decrease is due to a decrease in bonds payable, which was partially offset by an increase in the capital line of credit balance.

Net investment in capital assets consists of capital assets, net of accumulated depreciation, and reduced by the amount of outstanding indebtedness attributable to the acquisition, construction, or improvement of those assets.

The net position balances restricted for other purposes include amounts restricted for two distinct purposes. The first restriction is for the assets restricted for future payments on the lease obligations. The second restriction is for the assets restricted for debt service payments.

The deficit in unrestricted net position, which represents assets available for operations, decreased 18.62% from the prior year.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

Statements of Revenues, Expenses, and Changes in Net Position

The following table reflects a condensed summary of the revenues, expenses, and changes in net position (in thousands) for the years ended December 31, 2025, 2024, and 2023:

Table 2
Condensed Summary of Revenues, Expenses, and Changes in Net Position
Years ended December 31, 2025, 2024, and 2023
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Operating revenues	\$ 397,920	\$ 393,766	\$ 368,828
Operating expenses:			
Operating expenses	2,060,854	1,926,725	1,700,818
Depreciation	588,448	668,941	722,962
Total operating expenses	<u>2,649,302</u>	<u>2,595,666</u>	<u>2,423,780</u>
Operating loss	<u>(2,251,382)</u>	<u>(2,201,900)</u>	<u>(2,054,952)</u>
Nonoperating revenues:			
RTA operating assistance	1,267,864	1,113,468	1,058,386
FTA operating assistance	-	1,028,141	240,255
Build America Bond subsidy	9,034	9,296	9,538
Other nonoperating revenues	75,636	59,025	55,867
Total nonoperating revenues	<u>1,352,534</u>	<u>2,209,930</u>	<u>1,364,046</u>
Nonoperating expenses	<u>(157,457)</u>	<u>(180,905)</u>	<u>(175,364)</u>
Change in net position before capital contributions	(1,056,305)	(172,875)	(866,270)
Capital contributions	<u>1,005,874</u>	<u>947,950</u>	<u>957,532</u>
Change in net position	<u>(50,431)</u>	<u>775,075</u>	<u>91,262</u>
Total net position, beginning of year	(167,015)	(942,090)	(1,002,047)
Cumulative effect of a change in accounting principle	-	-	(31,305)
Total net position, end of year	<u>\$ (217,446)</u>	<u>\$ (167,015)</u>	<u>\$ (942,090)</u>

Year Ended December 31, 2025

Total operating revenues increased by \$4,154,000, or 1.05% primarily due to an increase in pass revenue. Farebox and pass revenue increased \$5,329,000 due to increased ridership from expanded service. CTA's ridership increased by 9.33% or 28.8 million rides over the prior year. CTA's average fare of \$1.05 was \$0.09 lower than 2024.

In 2025, CTA provided approximately 82,355,000 free rides, an increase of 21,790,000 or 35.98% over 2024. The Illinois General Assembly passed legislation to allow senior citizens aged 65 and over who live in the RTA service region to take free fixed route public transit rides on CTA, Metra and Pace beginning March 17, 2008. The Chicago City Council passed an ordinance to provide free CTA rides for active military personnel beginning May 1, 2008 and disabled veterans beginning August 1, 2008.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
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The Illinois General Assembly also enacted legislation to require free rides on fixed-route transit to be made available to any Illinois resident who has been enrolled as a person with a disability in the Illinois Circuit Breaker program. In 2011, the free ride program was modified to subject the participants to a means test. Under this program seniors who do not qualify to ride free pay a reduced fare.

Total operating expenses increased \$53,636,000, or 2.07%. The increase is primarily driven by higher labor expense. Labor expense increased by \$152,880,000 primarily due to contractual wage increases and increased staffing necessary for expanded service delivery.

Year Ended December 31, 2024

Total operating revenues increased by \$24,938,000, or 6.76% primarily due to an increase in farebox and pass revenues. Farebox and pass revenue increased \$22,289,000 due to increased ridership from expanded service. CTA's ridership increased by 10.77% or 30.1 million rides over the prior year. CTA's average fare of \$1.14 was \$0.04 lower than 2023.

In 2024, CTA provided approximately 60,564,000 free rides, an increase of 11,554,000 or 23.57% over 2023. The Illinois General Assembly passed legislation to allow senior citizens aged 65 and over who live in the RTA service region to take free fixed route public transit rides on CTA, Metra and Pace beginning March 17, 2008. The Chicago City Council passed an ordinance to provide free CTA rides for active military personnel beginning May 1, 2008 and disabled veterans beginning August 1, 2008.

The Illinois General Assembly also enacted legislation to require free rides on fixed-route transit to be made available to any Illinois resident who has been enrolled as a person with a disability in the Illinois Circuit Breaker program. In 2011, the free ride program was modified to subject the participants to a means test. Under this program seniors who do not qualify to ride free pay a reduced fare.

Total operating expenses increased \$171,886,000, or 7.09%. The increase is primarily driven by higher labor expense in addition to higher security services costs. Labor expense increased by \$136,578,000 primarily due to contractual wage increases and increased staffing necessary for expanded service delivery. Security expense increased by \$22,512,000 due to an increase in private security services.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

Table 3, which follows, provides a comparison of amounts for these items:

Table 3
Operating Revenues and Expenses
Years ended December 31, 2025, 2024, and 2023
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Operating Revenues:			
Farebox revenue	\$ 182,564	\$ 185,850	\$ 180,346
Pass revenue	173,864	165,249	148,464
Total farebox and pass revenue	<u>356,428</u>	<u>351,099</u>	<u>328,810</u>
Advertising and concessions	30,475	31,521	29,285
Other revenue	11,017	11,146	10,733
Total operating revenues	<u>\$ 397,920</u>	<u>\$ 393,766</u>	<u>\$ 368,828</u>
Operating Expenses:			
Labor and fringe benefits	\$ 1,554,769	\$ 1,401,889	\$ 1,265,311
Materials and supplies	136,931	129,197	114,673
Fuel	44,174	41,478	37,581
Electric power	33,063	35,802	27,298
Purchase of security services	86,575	91,627	69,115
Other	179,346	165,410	140,741
Operating expense before provisions	<u>2,034,858</u>	<u>1,865,403</u>	<u>1,654,719</u>
Provision for injuries and damages	25,996	61,322	46,099
Provision for depreciation	588,448	668,941	722,962
Total operating expenses	<u>\$ 2,649,302</u>	<u>\$ 2,595,666</u>	<u>\$ 2,423,780</u>

Capital Asset and Debt Administration

Capital Assets

The CTA has \$17,784,832,000 in capital assets, including buildings, vehicles, elevated railways, signal and communication equipment, as well as other equipment as of December 31, 2025 recorded at historical cost. Net of accumulated depreciation, the CTA's capital assets at December 31, 2025 totaled \$6,018,945,000. This amount represents a net increase (including additions and disposals, net of depreciation) of \$405,518,000, or 7.22%, over the December 31, 2024 balance primarily due to an increase in capital funding.

The CTA has \$16,855,950,000 in capital assets, including buildings, vehicles, elevated railways, signal and communication equipment, as well as other equipment as of December 31, 2024 recorded at historical cost. Net of accumulated depreciation, the CTA's capital assets at December 31, 2024 totaled \$5,613,427,000. This amount represents a net increase (including additions and disposals, net of depreciation) of \$366,434,000, or 6.98%, over the December 31, 2023 balance primarily due to an increase in capital funding.

Additional information on the capital assets and construction commitments can be found in Note 6 of the audited financial statements.

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MANAGEMENT'S DISCUSSION AND ANALYSIS
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Debt Administration

Long-term obligations includes the Public Building Commission payable, accrued pension costs, bonds payable, TIFIA loans, and capital lines of credit.

At December 31, 2025, the CTA had \$40,430,000 due to the Public Building Commission, a decrease from the prior year due to principal payments. The bonds payable liability decreased by a net amount of \$134,300,000 primarily due to debt service payments. Current liabilities decreased 0.39% to \$1,139,457,000 primarily due to lower accounts payable balances. Long-term liabilities increased by \$32,527,000 or 0.47% to \$6,919,659,000. The increase is due to an increase in the capital line of credit balance, which was partially offset by a decrease in bonds payable.

At December 31, 2024, the CTA had \$44,390,000 due to the Public Building Commission, a decrease from the prior year due to principal payments. The bonds payable liability decreased by a net amount of \$203,537,000 primarily due to debt service payments, which was partially offset by new debt issued in 2024. Current liabilities increased 14.66% to \$1,143,897,000 primarily due to an increase in the capital line of credit balance due in 2025 and higher accounts payable balances. Long-term liabilities decreased by \$37,224,000 or 0.54% to \$6,887,132,000. The decrease is due to a decrease in bonds payable, which was partially offset by an increase in the capital line of credit balance.

Additional information on the debt activity can be found in Notes 7, 8, 9, 10, and 11 of the audited financial statements.

2026 Budget and Economic Factors

On November 13, 2025, the CTA Board adopted the Fiscal Year 2026 operating budget of \$2.23 billion and FY 2026-30 capital budget of \$6.75 billion. After adoption, the budgets were submitted to and approved by the RTA Board (the regional oversight agency) on December 18, 2025. The 2026 operating budget maintains bus and rail service levels while the capital budget continues historic investments to modernize and improve customer experience. The current budget utilizes all available sources at its disposal, including system-generated revenue, public funding, federal emergency relief funding, as well as other budget balancing actions.

Over three consecutive fiscal years starting in 2020 the federal government has provided relief funding to individuals and businesses impacted by the COVID-19 pandemic. There have been three emergency relief packages; Coronavirus Aid Relief and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act and the American Rescue Plan (ARP) Act. The RTA region, which includes Northwest Indiana, Southeast Wisconsin, as well as the CTA, Metra, and Pace, received approximately \$3.4 billion of federal relief funds. CTA was allocated \$2,090.9 million in funds. CTA will have exhausted its share of emergency federal relief funds in FY 2026.

The Illinois legislators and Governor passed landmark transit legislation as of November 2025. The law enacted (Public Act 104-0457) includes an estimated amount of more than \$1.2 billion annually in new operating funding for the regional transit system. CTA will receive funds beginning July 2026 based on current regional funding split agreements between the Service Boards which include CTA, Metra, and Pace. Then, in FY 2027-2029 funds are allocated to each Service Board based on FY 2025 allocations. Any remaining funds are allocated to the Service Boards in proportion based on each Service Board's percentage of vehicle revenue miles, passenger miles, unlinked passenger trips, and vehicle revenue hours. That is followed by a transition period for FY 2030-2032, where funds are allocated to each Service Board based on FY 2025 allocations and any remaining amount allocated based on service standards.

For FY 2033 and thereafter, distribution of revenue to each service Board will be allocated pursuant to the new Northern Illinois Transportation Agency's (NITA) service standards as established.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

With new sustainable funding in place, this will allow the CTA to provide uninterrupted service absent service cuts or workforce reductions. Additionally, there are no planned fare increases in 2026.

The CTA will continue to focus on providing reliable and consistent bus and rail service, which is critical to the Agency's continued recovery of ridership from the low levels of the pandemic. In 2025, the CTA saw its ridership levels increase 3.2 percent compared to 2024. The corresponding increase in fare and pass revenue for 2025 compared to 2024 is 1.5 percent. For 2026, CTA expects system ridership to increase by 4.1 million rides to 324.9 million rides, 1.3 percent over the 2025 forecast.

The Proposed 2026 Operating Budget is balanced between expenses, system generated revenues, and traditional public funding, federal emergency relief funding, and new state mass transit funding.

System Generated revenue is budgeted at \$455.6 million for 2026, \$269 thousand lower than 2025 budget and \$21.7 million lower than 2025 forecast.

Farebox revenue of \$364.2 million is \$4.8 million or 1.3 percent lower than the 2025 budget and 0.5 percent or \$1.9 million higher than 2025 forecast.

Public Funding is budgeted at \$1,581.9 million, an increase of \$397.0 million over budget and \$280.1 million over 2025 forecast.

The 2026 budget projects ridership at a 71% retention rate as compared to 2019 pre-pandemic levels.

The 2026 budgeted operating expenses of \$2,231.6 million are \$75 million higher than the 2025 budget and \$128.6 million higher than the 2025 forecast.

Labor, materials, fuel and power, and contractual services expenses are approximately 88.5 percent of 2026 budget expenses.

CTA's 2026 budget is aligned with CTA's strategic priorities of safety, customer experience, workforce development, community investment, and promoting opportunity. The projects and initiatives that are advanced within the 2026 budget include the following:

- **Service Enhancements:** Ongoing service adjustments to better align and connect bus and rail services to offer more one-seat rides and enhanced transit connections.
- **Strengthened Security:** CTA will increase the amount budgeted for CPD to further increase police resources assigned to work on the system. CTA will also launch new Safe Ride Ambassador models to pilot that were created with input from law enforcement, other security experts, transit advocates, mental health and social service professionals, and community-based organizations. These response models will be designed to assist people on CTA in visible crisis with support services and de-escalate potentially troubling situations.
- **Enhanced Customer Experience:**
 - **Refresh & Renew:** The cyclical CTA facility improvement program will now include additional customer-friendly improvements such as landscaping, benches designed for children and more station art.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

- **ChatBot Phase 2:** Reporting non-emergency matters and accessing real-time information via the CTA Chatbot will be easier and more personalized through additional AI investments that will enable Chatbot to understand customer reports more readily, requiring fewer follow-up questions. It would also collect more details about incidents to increase resolution rates and provide more details and information on service.
- **Enhanced Cleaning Measures:** Building on the expansion of cleaning personnel added in the last couple of years, in 2026 CTA will be piloting the deployment of mid-line railcar cleaning to address cleanliness issues that occur after trains have been in service for several hours. This will complement an already robust cleaning process that includes daily cleaning of every vehicle and station, plus monthly deep cleans and power-washing.
- **Expanded Accessibility Initiatives and Outreach:** To further expand initiatives that increase accessibility to transit and the experience of riders with disabilities, CTA will add a position to focus on this important work, including expansion of front-line employee training on accessibility and supporting disabled riders; strengthening existing partnerships and building new ones among disability community advocates.
- **Focus on ETOD and Transit Policy:** To aid efforts in redefining CTA's role in driving more large-scale, Equitable Transit Orientated Development (ETOD) around transit hubs, CTA will create two new positions focused solely on driving strategy for critical cross-agency transit policy strategies, initiatives, and community-based partnerships that promote and leverage transit to connect people to opportunities that improve their lives.

With an amended budget recognizing the additional transit funding for the region, CTA plans to build on all these investments, plus it will also make immediate service enhancements, including additional 24/7 rail service and expanding the Frequent Bus Network.

The Infrastructure Investment and Jobs Act (IIJA) provide \$108.2 billion for public transportation capital projects across the nation over federal fiscal year 2022 through 2026 – the largest federal investment in public transportation in the nation's history. This is an approximately 75 percent increase in funding authorization for public transit when compared to previous federal transit program (FAST Act) levels. Included in the federal transit funding program are funds allocated to the Chicago Urbanized Area that CTA traditionally receives each year. CTA's allocation of these formula funds represents an approximately 37 percent increase over previously authorized levels.

In addition, the federal IIJA law provides for new and expanded discretionary programs that are available for eligible projects associated with low or no emissions vehicles, buses and bus facilities, accessibility of transit facilities, and other major capital investment. As of January 2026, CTA has been awarded over \$631.1 million in FTA Discretionary Grants, \$165.5 million of FTA Major Capital Investment Grant funds advanced to complete funding for the Red Purple Modernization Phase One project and \$1.9 billion to provide share of funding for the Red Line Extension South.

In 2026 CTA will continue to pursue long-term priorities, which focus on improving service to customers. The Agency will continue to make extensive investments in its bus and rail system, along with modernizing its infrastructure.

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

The **Red-Purple Modernization (RPM)** project is one of four major CTA construction projects currently embarked on; RPM is a \$2.1 billion investment to modernize and add capacity to the CTA's busiest rail corridor. CTA awarded a contract to the Walsh-Fluor Design Build Team in 2018; In 2021 CTA completed construction of a grade-separated bypass for the Brown Line at Clark Junction, just north of Belmont Avenue includes realignment and the reconstruction of 1.4 miles of mainline tracks and structure between Belmont station and south of Cornelia Ave. Through 2025 CTA has completed the reconstruction and addition of ADA accessibility at four Red Line stations (Lawrence, Argyle, Berwyn, and Bryn Mawr), the reconstruction of 6 miles of track, structures, and viaducts from Leland Ave. to Ardmore Avenue, and as of second quarter 2026 CTA expects the Installation of new higher-capacity signal system on 23 miles of track between Belmont and Howard stations to be completed. In 2026, smaller improvements will continue, including converting former embankment wall space under the elevated structure into public amenities that include a pedestrian trail, dog parks, playground, fitness area, seating, and flexible-use plaza spaces for community events. Project final completion will be in 2027; In addition, CTA continues to move forward with its planning for the \$5.750 billion **Red Line Extension (RLE)** project between 95th and 130th streets. The 5.6-mile extension includes four new, fully accessible stations at 103rd Street, 111th Street, Michigan Avenue and 130th Street. Main Line Construction is to start in 2026 and be completed by 2030. In 2018, the CTA selected a preferred alignment for the extension and awarded a Program Management Contract. The Program Manager oversees final environmental review and preliminary engineering work necessary to obtain federal funding for the project. In 2019, the agency committed \$310 million to advance the project beyond Project Development phase. In 2020, RLE entered the Project Development Phase. In 2022, CTA published a Supplemental Environmental Assessment (EA) and entered project into Engineering Phase. Also, in 2022 the Chicago City Council approved CTA's Transit TIF \$959M local funds for RLE. In January 2025, FTA executed the project Full Funding Grant Agreement that secures all federal funds including \$1.973B of Capital Investment Grant Program funds moving the project one-step closer to our goal of breaking ground in 2026. **The Forest Park - Blue Line Upgrades** project is the first of phase of the Forest Park Branch Modernization. It provides new track-work from Halsted to Illinois Medical District, rehabilitation of the Racine station making it ADA compliant, advanced utility work, and a new substation and traction power equipment at Hermitage. Continuing the agency's efforts to modernize and improve operations and delivery of service. The CTA is planning a project to modernize two critical functions: **Control Center, as well as Training and Instruction**. Current Control Center is outdated and in need of costly repairs, training for front-line workers occurs throughout the agency and both have significant space constraints. As a result, CTA has started the planning for the building of a new state-of-art facility with more space, modern technology, and adequate meeting space during major events or emergencies. CTA's intention is to also start the planning for a centralized training facility that enhances the training experience for front-line employees.

Major projects completed or underway in 2025:

Vehicles – As of 2025, the purchase of up to 600 new 40' buses to replace buses that have exceeded their 14-year useful life completed in 2025. The mid-life overhaul of 100 4300-Series buses was completed in 2025. The acquisition of 22 new electric buses where CTA is currently working with the bus manufacturer on a revised schedule for delivery in 2026/2027; On the rail system CTA currently has received and placed into service 250 new 7000 Series rail cars to replace aged railcars, CTA also continues with the 5000-Series overhaul (714 cars) scheduled over six years (2021-2026) as of December 2025 six-hundred and forty-six (646) cars have been rehabilitated. Also, in 2023/2024 CTA received grant award of \$200M from the new federal Vehicle Replacement Program to purchase 300 new 9000-Series Rail Cars; Production also continued through FY 2025 for the design and building of four Diesel Locomotives with three (3) locomotives received through 2025. **Infrastructure** - Major construction continued through 2025 on the new Red- Purple Modernization CTA completed reconstruction of four stations adjacent to Red and Purple Line track structures north of Belmont; Also in 2024, CTA continued renovation design on four (4) All Stations Accessibility Program (ASAP) stations California, Montrose, Irving Park, and Belmont; Design for Austin, Racine and State/Lake Stations had been completed and now in construction phase; the CTA Capital Improvement Program plans for funding for the next in line stations beyond the current fourteen stations recently,

CHICAGO TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

completed, underway, or in development which include Blue- Cicero and Austin and Red- North/Clybourn; In addition, construction of Western Brown Line Station SOGR improvements to station house and adjacent structure nearing completion. Also, in 2025 CTA completed construction for the Non-Revenue Vehicle Maintenance Facility. **Renewal of Track and Structure** –CTA continues its efforts to improve and enhance the system. In 2025 CTA completed construction of two new substations and new tie house at Barry, Damen, and Canal on the Blue line. CTA also continues with the first phase of the Forest Park Blue Line Modernization Project. Phase One work was completed for new track-work from Halsted to IMD Station, construction of an accessible station at Racine, advanced utility work, and construction continues for new Morgan Street substation and traction power equipment upgrades at Hermitage. This work will enhance service quality via speed, reliability, and comfort, and improve operational efficiency on the Forest Park Branch of CTA's rapid transit Blue Line service.

Among the capital projects to continue or begin in FY 2026:

Vehicles - CTA plans to award contracts to overhaul up to 900 buses currently in the revenue fleet. The select 1000 and 7900 Series buses to be overhauled represent approximately 47% of the fleet available for service. Also, in 2026 CTA expects to contract for the purchase of up to 100 electric buses; On the rail rolling stock CTA expects to have received three hundred fifty (350) new 7000-Series production cars by year end of 2026. In addition, the agency will complete the Quarter-life Overhaul Program for the 5000-Series rail cars. A total of 714 5000 Series cars will have received an overhaul by the end of 2026. CTA will begin the overhaul program to extend the life of 258 3200 Series rail cars where work will continue through 2028. CTA also anticipates receiving in FY 2026 the last of the four new Snow Locomotives. **Infrastructure** – In 2026 , the Forest Park Blue Line Modernization Phase One project work wraps up with construction of the new Morgan Street substation and traction power equipment upgrades at Hermitage. Also, CTA will complete design for the renovation of Montrose rail station, and near completion of design for the renovation of the Irving Park and Belmont rail stations; Contract award for renovation of the California Station to accommodate elevators and other ADA related upgrades; City of Chicago to begin construction of a new State and Lake mega rail station in the central loop; In addition CTA plans to continue the planning and design on the next in line rail stations Oak Park, Ridgeland, and Pulaski. CTA to advance planning and design for the construction to modernize and make necessary improvements to the Chicago and 103rd Bus Garages to prepare facilities for electric bus service. **Renewal of Track and Structure** – Work to begin on the next phase of the Forest Park Blue Line Modernization with design of track improvements for the entire Forest Park Branch and to construct track from the Kedzie interlocking to Pulaski interlocking. Lake Line - Lake Street Bridge Replacement Track Improvements in coordination with CDOT replacement of bridge this project will complete special track improvements on either side of Lake Street Bridge.

Many capital projects include distinctive architecture and public art from notable Chicago and international artists, part of ongoing efforts to make public transportation more attractive and to highlight communities.

Legislation

On January 18, 2008, Public Act 95-708 became law. This legislation provides funding for CTA operations, pension and retiree healthcare from four sources: 1) a 0.25 percent increase in the RTA sales tax in each of the six counties, 2) a \$1.50 per \$500 of transfer price increase in the City of Chicago's real estate transfer tax, 3) an additional 5% state match on the real estate transfer tax and all sales tax receipts except for the replacement and use tax, and 4) a 25% state match on the new sales tax and real estate transfer tax. The proceeds from the increase in the RTA sales tax will be used to fund some existing programs such as ADA paratransit services, as well as some new initiatives such as the Suburban Community Mobility Fund and the Innovation, Coordination and Enhancement Fund. The balance of these additional proceeds along with the 5% state match on: existing, additional sales tax and real estate transfer tax; and the state 25% match on the new sales tax will be divided among the CTA (48%), Metra (39%) and Pace (13%) according to the statutory formula. On February 6, 2008, the Chicago City Council authorized an increase in the real estate transfer tax in the amount of \$1.50 per \$500 of transfer price, the proceeds of which (after deducting costs associated with collection) will be entirely directed to the CTA. Additionally the state 25% match on the real estate transfer tax will be entirely directed to CTA as well.

Pursuant to Public Act 94-839, the CTA was required to make contributions to its retirement system in an amount which, together with the contributions of its participants, interest earned on investments and other income, were sufficient to bring the total assets of the retirement system up to 90% of its total actuarial liabilities by the end of fiscal year 2058. This legislation also required the RTA to monitor the payment by the CTA of its required retirement system contributions. If the CTA's contributions were more than one month overdue, the RTA would pay the amount of the overdue contributions directly to the trustee of the CTA's retirement system out of moneys otherwise payable by the RTA to the CTA.

Public Act 95-708 modified this directive slightly and added a number of other requirements. First, a new Retirement Plan Trust was created to manage the Retirement Plan assets. Second, CTA contributions and employee contributions were increased. Third, in addition to the requirement that the Retirement Plan be 90% funded by 2059, there is a new requirement that the Retirement Plan be funded at a minimum of 60% by September 15, 2009. Any deviation from the stated projections could result in a directive from the State of Illinois Auditor General to increase the CTA and employee contributions. Fourth, Public Act 95-708 authorized the CTA to issue \$1.349 billion in pension obligation bonds to fund the Retirement Plan. Finally, the legislation provides that CTA will have no future responsibility for retiree healthcare costs after the bond funding.

Public Act 95-708 also addressed retiree healthcare. In addition to the separation between pension and healthcare that was mandated by Public Act 94-839, Public Act 95-708 provides funding and benefit changes to the retiree healthcare benefits. First, all CTA employees will be required to contribute 3% of their compensation into the new retiree healthcare trust. Second, all employees will be eligible for retiree healthcare, but after January 18, 2008, only those employees who retire at or after the age of 55 with 10 years of continuous service will actually receive the benefit. Third, retiree, dependent and survivor premiums can be raised up to 45% of the premium cost. Finally, the CTA has been given the authorization to issue \$640 million in pension obligation bonds to fund the healthcare trust. Subsequent to the 2008 legislation, the Board of Trustees of the Retiree Healthcare Trust amended the eligibility requirements to receive postemployment health benefits. Effective January 1, 2018, employees will be eligible for retiree healthcare at or after the age of 65 with 10 years of continuous service or at or after age 55 or at pension start date (whichever is later) with 20 years of continuous service.

The pension and retiree healthcare bonds were issued on August 6, 2008 and \$1.1 billion was deposited in the pension trust and \$528.8 million was deposited in the healthcare trust.

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MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended December 31, 2025 and 2024

In August 2021, Illinois House Bill 1428 was signed into law. This bill allows the Board of Trustees of the Retiree Healthcare Trust to lower the active employee contribution rate from 3% of compensation to 1% of compensation. After consultation with the Trust's actuary, the Board of Trustees lowered the contribution rate to 1%, beginning on January 1, 2022.

Contacting the CTA's Financial Management

This financial report is designed to provide our bondholders, patrons, and other interested parties with a general overview of the CTA's finances and to demonstrate the CTA's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the Chicago Transit Authority's Chief Financial Officer, 567 W. Lake Street, Chicago, IL 60661.

CHICAGO TRANSIT AUTHORITY
Business-Type Activities
Statements of Net Position
December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Assets		
Current assets:		
Cash and cash equivalents	\$ 371,844	\$ 495,125
Cash and cash equivalents restricted for damage reserve	39,691	58,623
Investments	<u>29,678</u>	<u>284,684</u>
Total cash, cash equivalents, and investments	<u>441,213</u>	<u>838,432</u>
Operating and capital receivables:		
Due from the RTA	390,384	369,665
Unbilled work in progress	250,452	217,549
Other	<u>538</u>	<u>333</u>
Total operating and capital receivable	<u>641,374</u>	<u>587,547</u>
Accounts receivable, net	41,876	28,504
Lease receivable	2,103	2,293
Materials and supplies, net	22,118	22,636
Prepaid expenses and other assets	<u>8,701</u>	<u>6,691</u>
Total current assets	<u>1,157,385</u>	<u>1,486,103</u>
Noncurrent assets:		
Other noncurrent assets:		
Restricted bond proceeds held by trustee	375,168	446,522
Restricted assets held by trustee for supplemental retirement plans	1,175	1,216
Lease receivable	<u>16,892</u>	<u>9,107</u>
Total other noncurrent assets	<u>393,235</u>	<u>456,845</u>
Capital assets:		
Capital assets not being depreciated:		
Land	197,009	186,975
Construction in process	<u>1,211,566</u>	<u>1,106,303</u>
Total capital assets not being depreciated	<u>1,408,575</u>	<u>1,293,278</u>
Capital assets being depreciated or amortized	16,376,257	15,562,672
Less accumulated depreciation and amortization	<u>(11,765,887)</u>	<u>(11,242,523)</u>
Total capital assets being depreciated or amortized, net	<u>4,610,370</u>	<u>4,320,149</u>
Total capital assets, net	<u>6,018,945</u>	<u>5,613,427</u>
Total noncurrent assets	<u>6,412,180</u>	<u>6,070,272</u>
Total assets	<u>7,569,565</u>	<u>7,556,375</u>
Deferred outflows of resources		
Deferred loss on refunding	7,193	8,613
Pension outflows - CTA Employees' Retirement Plan	343,398	350,249
Pension outflows - CTA Supplemental Plans	<u>-</u>	<u>700</u>
Total deferred outflows of resources	<u>350,591</u>	<u>359,562</u>
Total assets and deferred outflows of resources	<u>\$ 7,920,156</u>	<u>\$ 7,915,937</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
Business-Type Activities
Statements of Net Position
December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Liabilities		
Current liabilities:		
Accounts payable and accrued expenses	\$ 314,734	\$ 397,998
Accrued payroll, vacation pay, and related liabilities	192,870	185,344
Accrued interest payable	20,375	21,199
Advances, deposits, and other	15,255	15,162
Unearned passenger revenue	86,394	83,160
Other unearned revenue	1,801	1,713
Unearned operating assistance	76,894	57,481
Current portion of long-term liabilities	<u>431,134</u>	<u>381,840</u>
Total current liabilities	<u>1,139,457</u>	<u>1,143,897</u>
Long-term liabilities:		
Self-insurance claims, less current portion	286,880	269,824
Public Building Commission payable, less current portion	37,189	41,602
Bonds payable, less current portion	3,960,844	4,114,064
Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds payable, less current portion	171,319	180,275
Capital line of credit - note purchase agreement, less current portion	447,500	250,100
Net pension liability - CTA Employees' Retirement Plan	1,992,427	2,002,550
Net pension liability - CTA Supplemental Plans	15,591	20,915
Total other postemployment benefits liability, less current portion	7,889	7,782
Other long-term liabilities	<u>20</u>	<u>20</u>
Total long-term liabilities	<u>6,919,659</u>	<u>6,887,132</u>
Total liabilities	<u>8,059,116</u>	<u>8,031,029</u>
Deferred inflows of resources		
Deferred gain on refunding	36,110	40,523
Pension inflows - CTA Employees' Retirement Plan	21,631	-
Pension inflows - CTA Supplemental Plans	1,750	-
Leases	<u>18,995</u>	<u>11,400</u>
Total deferred inflows of resources	<u>78,486</u>	<u>51,923</u>
Net position:		
Net investment in capital assets	2,663,630	2,361,613
Restricted:		
Payment of leasehold obligations	934	1,172
Debt service	59,663	58,767
Unrestricted (deficit)	<u>(2,941,673)</u>	<u>(2,588,567)</u>
Total net position	<u>(217,446)</u>	<u>(167,015)</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 7,920,156</u>	<u>\$ 7,915,937</u>

CHICAGO TRANSIT AUTHORITY
Business-Type Activities
Statements of Revenues, Expenses, and Changes in Net Position
Years ended December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Operating revenues:		
Fare box revenue	\$ 182,564	\$ 185,850
Pass revenue	<u>173,864</u>	<u>165,249</u>
Total fare box and pass revenue	<u>356,428</u>	<u>351,099</u>
Advertising and concessions	30,475	31,521
Other revenue	<u>11,017</u>	<u>11,146</u>
Total operating revenues	<u>397,920</u>	<u>393,766</u>
Operating expenses:		
Labor and fringe benefits	1,554,769	1,401,889
Materials and supplies	136,931	129,197
Fuel	44,174	41,478
Electric power	33,063	35,802
Purchase of security services	86,575	91,627
Maintenance and repairs, utilities, rent, and other	<u>179,346</u>	<u>165,410</u>
	2,034,858	1,865,403
Provisions for injuries and damages	25,996	61,322
Provision for depreciation	<u>588,448</u>	<u>668,941</u>
Total operating expenses	<u>2,649,302</u>	<u>2,595,666</u>
Operating expenses in excess of operating revenues	<u>(2,251,382)</u>	<u>(2,201,900)</u>
Nonoperating revenues (expenses):		
RTA operating assistance	1,267,864	1,113,468
FTA operating assistance	-	1,028,141
Reduced-fare subsidies	18,304	16,640
Build America Bond subsidy	9,034	9,296
Operating grant revenue	7,669	3,137
Contributions from local government agencies	5,000	5,000
Investment income	44,663	34,248
Interest expense on bonds and other financing	<u>(157,457)</u>	<u>(180,905)</u>
Total nonoperating revenues, net	<u>1,195,077</u>	<u>2,029,025</u>
Change in net position before capital contributions	<u>(1,056,305)</u>	<u>(172,875)</u>
Capital contributions	<u>1,005,874</u>	<u>947,950</u>
Change in net position	(50,431)	775,075
Total net position – beginning of year	<u>(167,015)</u>	<u>(942,090)</u>
Total net position – end of year	<u>\$ (217,446)</u>	<u>\$ (167,015)</u>

CHICAGO TRANSIT AUTHORITY
Business-Type Activities
Statements of Cash Flows
Years ended December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Cash flows from operating activities:		
Cash received from fares	\$ 359,662	\$ 349,138
Payments to employees and benefit payments	(1,468,283)	(1,334,948)
Payments to suppliers	(542,834)	(492,403)
Other receipts	<u>28,301</u>	<u>53,730</u>
Net cash flows used in operating activities	(1,623,154)	(1,424,483)
Cash flows from noncapital financing activities:		
RTA operating assistance	1,266,558	1,096,320
FTA operating assistance	-	1,028,141
Reduced-fare subsidies	18,304	16,640
Operating grant revenue	7,669	3,137
Contributions from local governmental agencies	<u>5,000</u>	<u>5,000</u>
Net cash flows provided by noncapital financing activities	<u>1,297,531</u>	<u>2,149,238</u>
Cash flows from capital and related financing activities:		
Interest payments on bonds	(171,210)	(187,490)
Repayment of Public Building Commission payable	(6,045)	(6,121)
Proceeds from capital line of credit - note purchase agreement	307,200	328,400
Proceeds from issuance of Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds	-	18,270
Repayment of bonds payable	(134,300)	(168,140)
Repayment of line of credit - note purchase agreement	(89,600)	(103,600)
Repayment of Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds	(8,752)	(8,564)
Payments for acquisition and construction of capital assets	(1,066,747)	(996,411)
Build America Bond subsidy	9,034	9,296
Capital grants	<u>972,766</u>	<u>959,672</u>
Net cash flows used in capital and related financing activities	<u>(187,654)</u>	<u>(154,688)</u>
Cash flows from investing activities:		
Purchases of unrestricted investments	(29,678)	(284,684)
Proceeds from maturity of unrestricted investments	284,684	20,511
Restricted cash and investment accounts:		
Purchases	(2,550,797)	(2,929,220)
Withdrawals	2,622,192	2,935,016
Investment revenue	<u>44,663</u>	<u>34,248</u>
Net cash flows provided (used) by investing activities	<u>371,064</u>	<u>(224,129)</u>
Net increase (decrease) in cash and cash equivalents	(142,213)	345,938
Cash and cash equivalents – beginning of year	<u>553,748</u>	<u>207,810</u>
Cash and cash equivalents – end of year	<u>\$ 411,535</u>	<u>\$ 553,748</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
Business-Type Activities
Statements of Cash Flows
Years ended December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Reconciliation of operating expenses in excess of operating revenues to net cash flows used in operating activities:		
Operating expenses in excess of operating revenues	\$ (2,251,382)	\$ (2,201,900)
Adjustments to reconcile operating expenses in excess of operating revenues to net cash flows used in operating activities:		
Depreciation	588,448	668,941
(Increase) decrease in assets/deferred outflows:		
Accounts receivable	(13,372)	13,105
Materials and supplies	518	(177)
Prepaid expenses and other assets	(2,010)	560
Deferred outflow - pension	7,551	33,854
Increase (decrease) in liabilities/deferred inflows:		
Accounts payable and accrued expenses	(10,482)	2,591
Accrued payroll, vacation pay, and related liabilities	7,526	(22,069)
Self-insurance reserves	38,744	65,631
Unearned passenger revenue	3,234	(1,961)
Other unearned revenue	88	(1,733)
Advances, deposits, and other	93	(309)
Net pension liability	(15,628)	(22,942)
Total OPEB liability	137	1,403
Deferred inflow - pension	23,381	40,523
	<u>\$ (1,623,154)</u>	<u>\$ (1,424,483)</u>
Net cash flows used in operating activities		
Noncash investing and financing activities:		
Retirement of fully depreciated capital assets	\$ 65,084	\$ 61,381
Purchases of capital assets in accounts payable at year-end	103,900	176,681
RTA operating assistance not received	390,384	369,665
Unbilled work in progress	250,452	217,549
Proceeds from issuance of bonds	-	720,285
Repayment of bonds payable	-	(694,232)
Payment for early extinguishment of bonds	-	(26,053)

CHICAGO TRANSIT AUTHORITY
Fiduciary Activities
Statements of Fiduciary Net Position
Qualified Supplemental Retirement Plan
December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Assets:		
Cash equivalents	\$ 87	\$ 47
Investments at fair value:		
Short-term investments	354	263
U.S. fixed income	9,954	9,348
Common stock	22,498	21,039
Real estate	<u>2,134</u>	<u>2,160</u>
Total investments at fair value	<u>34,940</u>	<u>32,810</u>
Total assets	<u>35,027</u>	<u>32,857</u>
Liabilities:		
Accounts payable and other liabilities	<u>16</u>	<u>23</u>
Total liabilities	<u>16</u>	<u>23</u>
Net position restricted for pensions	<u>\$ 35,011</u>	<u>\$ 32,834</u>

CHICAGO TRANSIT AUTHORITY
Fiduciary Activities
Statements of Changes in Fiduciary Net Position
Qualified Supplemental Retirement Plan
Years ended December 31, 2025 and 2024
(In thousands of dollars)

	<u>2025</u>	<u>2024</u>
Additions:		
Contributions:		
Employer	\$ 1,394	\$ 1,534
Total contributions	<u>1,394</u>	<u>1,534</u>
Investment income:		
Net increase (decrease) in fair value of investments	3,318	(2,424)
Investment income	<u>1,353</u>	<u>5,227</u>
Total investment income	<u>4,671</u>	<u>2,803</u>
Total additions	<u>6,065</u>	<u>4,337</u>
Deductions:		
Benefits paid to participants or beneficiaries	3,730	3,692
Administrative fees	<u>158</u>	<u>155</u>
Total deductions	<u>3,888</u>	<u>3,847</u>
Net increase	2,177	490
Net position restricted for pensions		
Beginning of year	<u>32,834</u>	<u>32,344</u>
End of year	<u>\$ 35,011</u>	<u>\$ 32,834</u>

See accompanying notes to financial statements.

NOTE 1 – ORGANIZATION

The Chicago Transit Authority (CTA) was formed in 1945 pursuant to the Metropolitan Transportation Authority Act passed by the Illinois Legislature. The CTA was established as an independent governmental agency (an Illinois municipal corporation) “separate and apart from all other government agencies” to consolidate Chicago’s public and private mass transit carriers. The City Council of the City of Chicago has granted the CTA the exclusive right to operate a transportation system for the transportation of passengers within the City of Chicago.

The Regional Transportation Authority Act (the Act) provides for the funding of public transportation in the six-county region of Northeastern Illinois. The Act established a regional oversight board, the Regional Transportation Authority (RTA), and designated three service boards (CTA, Commuter Rail Board, and Suburban Bus Board). The Act requires, among other things, that the RTA approve the annual budget of the CTA, that the CTA obtain agreement from local governmental units to provide an annual monetary contribution of at least \$5,000,000 for public transportation, and that the CTA (collectively with the other service boards) finance at least 50% of its operating costs, excluding depreciation and certain other items, from system-generated sources on a budgetary basis.

Financial Reporting Entity: As defined by U.S. generally accepted accounting principles (GAAP), the financial reporting entity consists of a 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:

- 1) 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
- 2) Fiscal dependency on the primary government.

Based upon the application of these criteria, the CTA is not a component unit of any other entity.

The CTA participates in the Employees’ Retirement Plan, which is a single employer, defined benefit pension plan covering substantially all full-time permanent union and nonunion employees. The Employees’ Plan is governed by Illinois state statute (40 ILCS 5/22-101). The fund, established to administer the Employees’ Retirement Plan, is not a fiduciary fund or a component unit of the CTA. This fund is a legal entity separate and distinct from the CTA. This plan is administered by its own board of trustees comprised of 5 union representatives, 5 representatives appointed by the CTA, and a professional fiduciary appointed by the RTA. The CTA has no direct authority and assumes no fiduciary responsibility with regards to the Employees’ Retirement Plan. Accordingly, the accounts of this fund are not included in the accompanying financial statements.

The CTA participates in the Retiree Health Care Trust (RHCT), which provides and administers health care benefits for CTA retirees and their dependents and survivors. The Retiree Health Care Trust was established by Public Acts 94-839 and 95-708. The RHCT is not a fiduciary fund or a component unit of the CTA. This trust is a legal entity separate and distinct from the CTA. This trust is administered by its own board of trustees comprised of three union representatives, three representatives appointed by the CTA and a professional fiduciary appointed by the RTA. The CTA has no direct authority and assumes no fiduciary responsibility with regards to the RHCT. Accordingly, the accounts of this fund are not included in the accompanying financial statements.

NOTE 1 – ORGANIZATION (Continued)

The CTA administers supplemental retirement plans that are separate, defined benefit pension plans for selected individuals. The supplemental retirement plans provide benefits to employees of the CTA in certain employment classifications. The supplemental retirement plans consist of the: (1) closed board member plan (Board), (2) closed (Non-Qualified) supplemental plan for members retired or terminated from employment before March 2005, including early retirement incentive, and (3) closed (Qualified) supplemental plan for members retiring or terminating after March 2005. The CTA received qualification under Section 401(a) of the Internal Revenue Code for the supplemental plan and established a qualified trust during 2005 for members retiring after March 2005 (Qualified Supplemental Retirement Plan). The Qualified plan is administered by a committee that is appointed by the Board of Directors of the CTA. In addition, there is a financial burden as the CTA has the obligation to make contributions to the Qualified plan. Based on this, the trust for the Qualified plan is reported as a fiduciary component unit. Whereas the activities for the Non-Qualified and Board Plans are included in the financial statements of the CTA's business-type activities.

The CTA is not considered a component unit of the RTA because the CTA maintains separate management, exercises control over all operations, and is fiscally independent from the RTA. Because governing authority of the CTA is entrusted to the Chicago Transit Board, comprising four members appointed by the Mayor of the City of Chicago and three members appointed by the Governor of the State of Illinois, the CTA is not financially accountable to the RTA and is not included as a component unit in the RTA's financial statements, but is combined in pro forma statements with the RTA, as statutorily required.

Effective June 1, 2026, the Northern Illinois Transit Authority (NITA) will be established pursuant to Senate Bill 2111 to replace the Regional Transportation Authority (RTA) as the regional transit oversight agency. NITA will assume responsibilities for regional transit planning, fare setting, budgeting, capital programming, and safety coordination across the CTA, Metra, and Pace. CTA will retain bonding authority for two major Red Line projects, while other regional debt issuance will be managed by NITA. CTA's service board composition will change to include appointments from the Mayor of Chicago (3), Governor (2), and Cook County President (2), with four of the seven appointees also serving on the NITA board. A six-year funding transition will phase out current statutory formulas, with future allocations based on regional Service Standards and Service Plans.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting: The basic financial statements provide information about the CTA's business-type and fiduciary (Qualified Supplemental Retirement Plan) activities. Separate statements for each category, business-type and fiduciary, are presented. The basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. On an accrual basis, revenues from operating activities are recognized in the fiscal year that the operations are provided; revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied; and revenue from investments is recognized when earned.

The financial statements for the CTA's business-type activities are used to account for the CTA's activities that are financed and operated in a manner similar to a private business enterprise. Accordingly, the CTA maintains its records on the accrual basis of accounting. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized, and all assets and liabilities associated with the operation of the CTA are included in the Statements of Net Position.

(Continued)

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The principal operating revenues of the CTA are bus and rail passenger fares. The CTA also recognizes as operating revenue the rental fees received from concessionaires, the fees collected from advertisements on CTA property, and miscellaneous operating revenues. Operating expenses for the CTA include the costs of operating the mass transit system, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Nonexchange transactions, in which the CTA receives value without directly giving equal value in return, include grants from federal, state, and local governments. On an accrual basis, revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted, and expenditure requirements, in which the resources are provided to the CTA on a reimbursement basis.

The financial statements for the fiduciary activities are used to account for the assets held by the CTA in trust for the payment of future retirement benefits under the Qualified Supplemental Retirement Plan. The assets of the Qualified Supplemental Retirement Plan cannot be used to support CTA operations.

Cash and Cash Equivalents: Cash and cash equivalents consist of cash on hand, demand deposits, and short-term investments with maturities dated within three months or less of year-end.

Cash and Cash Equivalents Restricted for Damage Reserve: The CTA maintained cash and investment balances to fund the annual injury and damage obligations that are required to be designated under provisions of Section 39 of the Metropolitan Transportation Authority Act.

Investments: Investments, including the supplemental retirement plan assets, are reported at fair value based on quoted market prices and valuations provided by external investment managers.

Chapter 30, Paragraph 235/2 of the Illinois Compiled Statutes authorizes the CTA to invest in obligations of the United States Treasury and United States agencies, direct obligations of any bank, repurchase agreements, commercial paper rated within the highest classification set by two standard rating services, or money market mutual funds investing in obligations of the United States Treasury and United States agencies.

Unbilled Work In Progress: Unbilled work in progress represents grant expense that has not been billed to the funding agencies as of year-end. This would include contract retentions, accruals and expenditures for which, due to requisitioning restrictions of the agencies or the timing of the expenditures, reimbursement is requested in a subsequent period.

Materials and Supplies: Materials and supplies are stated at average cost and consist principally of maintenance supplies and repair parts.

Other Noncurrent Assets: Other noncurrent assets include (a) cash and claims to cash that are restricted as to withdrawal or use for other than current operations, (b) resources that are designated for expenditure in the acquisition or construction of noncurrent assets, or (c) resources that are segregated for the liquidation of long-term debts.

Bond proceeds held by trustee: During various fiscal years, the CTA issued Capital Grant Receipt Revenue Bonds. The proceeds from each sale were placed in trust accounts restricted for financing the costs of capital improvement projects associated with each issuance. For more detailed information see Note 9.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Leases Receivable: The CTA is a lessor for leases of office and retail space and the commercial wireless system. The CTA recognizes a lease receivable and a deferred inflow of resources in the Statements of Net Position.

At the commencement of a lease, the CTA initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the CTA determines (a) the discount rate it uses to discount the expected lease receipts to present value, (b) lease term, and (c) lease receipts. The CTA uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The CTA monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Capital Assets: All capital assets are stated at cost. Capital assets are defined as assets which (1) have a useful life of one year or more and a unit cost of more than \$5,000, (2) have a unit cost of \$5,000 or less, but which are part of a network or system conversion, or (3) were purchased with grant money. The cost of maintenance and repairs is charged to operations as incurred.

Interest cost capitalized prior to the implementation of GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*, is amortized on the same basis as the related asset is depreciated. The CTA implemented Statement No. 89 on January 1, 2021; as a result of that implementation, interest cost incurred before the end of a construction period is recognized as an expense in the period in which the cost is incurred.

The provision for depreciation of transportation property and equipment is calculated under the straight-line method using the respective estimated useful lives of major asset classifications, as follows:

	<u>Years</u>
Buildings	10-40
Elevated structures, tracks, tunnels, and power system	20-40
Transportation vehicles:	
Bus	12
Rail	25
Signal and communication	10-20
Other equipment	3-10

A full month's depreciation is taken in the month after an asset is placed in service. When property and equipment are disposed, depreciation is removed from the respective accounts and the resulting gain or loss, if any, is recorded.

(Continued)

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The transportation system operated by the CTA includes certain facilities owned by others. The CTA has the exclusive right to operate these facilities under the terms of the authorizing legislation and other agreements.

Included with the CTA's *other equipment* capital assets, the CTA has capitalized an intangible asset, computer software. The CTA follows the same capitalization policy and estimated useful life for its intangible asset as it does for its *other equipment* capital assets. The CTA also amortizes the intangible asset utilizing the straight-line method.

Deferred Outflows of Resources: A deferred outflow of resources is a consumption of net assets by the government that is applicable to a future reporting period.

Deferred Inflows of Resources: A deferred inflow of resources is an acquisition of net assets by the government that is applicable to a future reporting period.

Self-insurance: The CTA is self-insured for various risks of loss, including public liability and property damage, workers' compensation, and health benefit claims, as more fully described in Note 15. A liability for each self-insured risk is provided based upon the present value of the estimated ultimate cost of settling claims using a case-by-case review and historical experience. A liability for claims incurred but not reported is also provided.

Compensated Absences: Substantially all employees receive compensation for vacations, holidays, illness, and certain other qualifying absences. The number of days compensated for the various categories of absence is based generally on length of service. Vacation, holiday, and illness leaves that meet the criteria in GASB Statement No. 101, *Compensated Absences* have been accrued in the accompanying financial statements.

The CTA recognizes a liability for compensated absences for leave time that (1) has been earned for services previously rendered by employees, (2) accumulates and is allowed to be carried over to the subsequent year, and (3) is more likely than not to be used as time off or settled during or upon separation from employment. The liability for compensated absences includes applicable salary-related employer obligations.

Bond Premiums: Bond premiums are amortized over the life of the bonds using the bonds outstanding method, which is materiality consistent with the effective interest method.

Pensions: For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Pension Plans (the Plans) and additions to/deductions from the Plans fiduciary net position have been determined on the same basis as they are reported by the Plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. For more detailed information see Notes 12 and 13.

Net Position: Net position is displayed in three components as follows:

Net Investment in Capital Assets – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

(Continued)

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Restricted – This component of net position consists of legally restricted assets by outside parties or by law through constitutional provisions or enabling legislation. When both restricted and unrestricted resources are available for use, generally it is the CTA's policy to use restricted resources first, and then unrestricted resources when they are needed

Unrestricted – This component of net position that does not meet the definition of “restricted” or “net investment in capital assets.”

Retirement Plan: The CTA has a retirement plan for all nontemporary, full-time employees with service greater than one year. Pension expense is recorded on an annual basis based on the results of an actuarial valuation in conformity with GASB 67 and 68. For more detailed information see Note 12.

Fare Box and Pass Revenues: Fare box and pass revenues are recorded as revenue at the time services are performed.

Classification of Revenues: The CTA has classified its revenues as either operating or nonoperating. Operating revenues include activities that have the characteristics of exchange transactions, including bus and rail passenger fares, rental fees received from concessionaires, the fees collected from advertisements on CTA property, and miscellaneous operating revenues. Nonoperating revenue includes activities that have the characteristics of nonexchange transactions, such as federal, state, and local grants and contracts.

Estimates: The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities as of the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results may differ from those estimates.

Reclassifications: Certain amounts from the prior year have been reclassified to conform to the current year presentation. The reclassifications had no effect on net position or change in net position.

Implementation of New Accounting Standards:

In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. The objective of this Statement is to provide users of government financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024, and all reporting periods thereafter. The requirements of this Statement became effective for the CTA's fiscal year ended December 31, 2025 with no material impact for the CTA.

Future Pronouncements:

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this Statement is to improve key areas of the current financial reporting model, including enhancements of management's discussion and analysis (MD&A); presentation of the proprietary fund statement of revenues, expenses, and changes in net position; budgetary comparison information requirement changes; display of unusual or infrequent items; presentation of major component unit information; and other application issues. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The requirements of this Statement are effective for the CTA's fiscal year ended December 31, 2026.

(Continued)

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. The objective of this Statement is to provide users of governmental financial statements with essential information about certain types of capital assets. The requirements of this Statement are effective for fiscal years beginning after June 15, 2025, and all reporting periods thereafter. The requirements of this Statement are effective for the CTA's fiscal year ended December 31, 2026.

In December 2025, the GASB issued Statement No. 105, *Subsequent Events*. The objective of this Statement is to improve the financial reporting requirements for subsequent events, thereby enhancing consistency in their application and better meeting the information needs of financial statement users. The requirements of this Statement are effective for fiscal years beginning after June 15, 2026, and all reporting periods thereafter. The requirements of this Statement are effective for the CTA's fiscal year ended December 31, 2027.

Management has not yet determined the impact of these statements on the basic financial statements.

NOTE 3 – BUDGET AND BUDGETARY BASIS OF ACCOUNTING

The CTA is required under Section 4.01 of the Regional Transportation Authority Act to submit for approval an annual budget to the RTA by November 15 prior to the commencement of each fiscal year. The budget is prepared on a basis consistent with GAAP, except for the exclusion of certain income and expenses. For 2025 and 2024, these amounts include provision for injuries and damage in excess of (or under) budget, depreciation expense, pension expense in excess of pension contributions, actuarial adjustments, revenue from leasing transactions, interest income and expense from sale/leaseback transactions, and capital contributions.

The Act requires that expenditures for operations and maintenance in excess of budget cannot be made without approval of the Chicago Transit Board. All annual appropriations lapse at fiscal year-end. The RTA, in accordance with the RTA Act, has approved for budgetary basis presentation the CTA's recognition of the amount of the injury and damage reserve and pension contribution, funded by the RTA in the approved annual budget. Provisions in excess of the approved annual budget that are unfunded are excluded from the recovery ratio calculation.

Prior to 2009, the RTA funded the budgets of the service boards rather than the actual operating expenses in excess of system-generated revenue. Under this funding policy favorable variances from budget remain as unearned operating assistance to the CTA and can be used in future years with RTA approval. At the end of 2009, the RTA changed the funding policy to reflect actual collections rather than the budgeted funding marks. This new policy shifts the risk of shortfalls from actual collections to the respective service boards.

The RTA approves the proposed budget based on a number of criteria:

- That the budget is in balance with regard to anticipated revenues from all sources, including operating subsidies and the costs of providing services and funding operating deficits;
- That the budget provides for sufficient cash balances to pay, with reasonable promptness, costs and expenses when due;
- That the budget provides for the CTA to meet its required system-generated revenue recovery ratio; and
- That the budget is reasonable, prepared in accordance with sound financial practices and complies with such other RTA requirements as the RTA Board of Directors may establish.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 3 – BUDGET AND BUDGETARY BASIS OF ACCOUNTING (Continued)

The RTA monitors the CTA's performance against the budget on a quarterly basis. If, in the judgment of the RTA, this performance is not substantially in accordance with the CTA's budget for such period, the RTA shall so advise the CTA and the CTA must within the period specified by the RTA, submit a revised budget to bring the CTA into compliance with the budgetary requirements listed above.

In late 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021, 2022, and 2023 due to the ongoing pandemic. Per Public Act 102-0678, the aggregate of all projected fare revenues from such fares and charges received in fiscal years 2021, 2022, and 2023 may be less than 50% of the aggregate costs of providing such public transportation in those fiscal years. In 2023, the legislature further extended the waiver through 2025.

NOTE 4 – BUDGETED PUBLIC FUNDING FROM THE REGIONAL TRANSPORTATION AUTHORITY AND THE STATE OF ILLINOIS

Most of the CTA's public funding for operating needs is funneled through the RTA. The RTA allocates funds to the service boards based on a formula included in the 1983 Regional Transportation Authority Act and the 2008 Legislation (P.A. 95-0708) approved by Illinois lawmakers to provide increased operating funds to the Northeastern Illinois Transit System. Other funds are allocated based on the RTA's discretion.

The funding "marks" represent the amount of funds that each Service Board can expect to receive from the RTA and other sources.

The components of the operating assistance from the RTA were as follows (in thousands of dollars):

	<u>2025</u>	<u>2024</u>
83 Legislation Illinois state sales tax allocation	\$ 596,530	\$ 526,689
83 Legislation RTA discretionary funding and other	385,042	339,079
08 Legislation Illinois state sales tax allocation & PTF	222,625	189,009
08 Legislation Real estate transfer tax	63,667	58,691
Final operating assistance	<u>\$ 1,267,864</u>	<u>\$ 1,113,468</u>

Reduced-fare subsidies from the State of Illinois were \$18,304,000 and \$16,640,000 during the years ended December 31, 2025 and 2024, respectively, for discounted services provided to the elderly, disabled, or student riders.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash, Cash Equivalents, and Investments of the Business-type Activities

Cash, cash equivalents, and investments are reported in the Statements of Net Position of the business-type activities as follows as of December 31, 2025 and 2024 (in thousands of dollars):

	<u>2025</u>	<u>2024</u>
Current assets:		
Cash and cash equivalents	\$ 371,844	\$ 495,125
Restricted for damage reserve	39,691	58,623
Investments	29,678	284,684
Noncurrent assets:		
Bond proceeds held by trustee	375,168	446,522
Held by trustee for supplemental retirement plan	1,175	1,216
Total	<u>\$ 817,556</u>	<u>\$ 1,286,170</u>

Cash, cash equivalents, and investments of the business-type activities consist of the following as of December 31, 2025 and 2024 (in thousands of dollars):

	<u>2025</u>	<u>2024</u>
Investments:		
Certificates of deposit	\$ 21	\$ 20
Money market mutual funds	315,373	607,101
U.S. government agencies	142,087	156,874
U.S. Treasury notes	226,325	446,233
Total Investments	<u>683,806</u>	<u>1,210,228</u>
Deposits with financial institutions	<u>133,750</u>	<u>75,942</u>
Total deposits and investments	<u>\$ 817,556</u>	<u>\$ 1,286,170</u>

Investment Policy: CTA investments are made in accordance with the Public Funds Investment Act (30 ILCS 235/1) (the Act) and as required under the Act, the Chicago Transit Authority Investment Policy (the Investment Policy). The Investment Policy does not apply to the Employees Retirement Plan or the Retiree Healthcare Trust, which are separate legal entities. Additionally, the CTA Investment Policy does not apply to the Supplemental Retirement Plan, which is directed by the Employee Retirement Review Committee. In accordance with the Act and the Investment Policy, CTA can invest in the following types of securities:

1. United States Treasury Securities (Bonds, Notes, Certificates of Indebtedness, and Bills). CTA may invest in obligations of the United States government, which are guaranteed by the full faith and credit of the United States of America as to principal and interest.
2. United States Agencies. CTA may invest in bonds, notes, debentures, or other similar obligations of the United States or its agencies. Agencies include: (a) federal land banks, federal intermediate credit banks, banks for cooperative, federal farm credit bank, or other entities authorized to issue debt obligations under the Farm Credit Act of 1971, as amended; (b) federal home loan banks and the federal home loan mortgage corporation; and (c) any other agency created by an act of Congress.

(Continued)

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

3. Bank Deposits. CTA may invest in interest-bearing savings accounts, interest-bearing certificates of deposit, or interest-bearing time deposits or other investments constituting direct obligations of any bank as defined by the Illinois Banking Act (205 ILCS 5/1 et seq.), provided that any such bank must be insured by the Federal Deposit Insurance Corporation (the FDIC) and no more than 33.33% of the maximum portfolio percentage amount allowed by the chart in Section 2B of the Investment Policy for investment in Certificates of Deposit may be invested in Certificates of Deposit of a single issuer of such Certificates.
4. Commercial Paper. CTA may invest in short-term obligations (commercial paper) of corporations organized in the United States with assets exceeding \$500 million, provided that: (a) such obligations are at the time of purchase at the highest classification for short-term obligations and one of the three highest classifications for long-term obligations established by at least two standard rating services and which mature no later than 3 years from the date of purchase; (b) such purchases do not exceed 10% of the corporation's outstanding obligations; (c) no more than one-third of the Authority's funds may be invested in short term obligations of corporations; and (d) no more than 25% of the maximum portfolio percentage allowed by the chart in Section 2B of the Investment Policy for all Corporate Obligations may be invested in Corporate Obligations of a single issuer.
5. Mutual Funds. CTA may invest in mutual funds which invest exclusively in United States government obligations and agencies.
6. Investment Pool. CTA may invest in a Public Treasurers' Investment Pool created under Section 17 of the State Treasurer Act (15 ILCS 505/17).
7. Repurchase Agreements. CTA may invest in repurchase agreements for securities that are authorized investments under the Investment Policy, subject to all of the requirements of the Act, provided that: (a) the securities shall be held by a custodial bank authorized by the Chicago Transit Board; and (b) each transaction must be entered into under terms of a master repurchase agreement in a form authorized by the Chicago Transit Board.
8. Interest-bearing bonds of any county, township, city, village, incorporated town, municipal corporation, or school district, of the State of Illinois, of any other state, or of any political subdivision or agency of the State of Illinois or of any other state, whether the interest earned thereon is taxable or tax-exempt under federal law. The bonds shall be registered in the name of the Authority or held under a custodial agreement at a bank. The bonds shall be rated, at the time of purchase, no lower than 'A' category by at least two accredited rating agencies with nationally recognized expertise in rating bonds of states and their political subdivisions. The maturity of the bonds authorized by this subsection (8) shall, at the time of purchase, not exceed 5 years; provided that a longer maturity is authorized if the Authority has a put option on the bonds to demand early repayment on the bonds within 5 years from the date of purchase. These securities shall show on their face that they are fully payable as to principal and interest, where applicable, if any, within five years from the date of purchase.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that in the event of a financial institution failure, the CTA's deposits may not be returned. Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty, the CTA will not be able to recover the value of its investments or collateral securities that are in the possession of a third party. The Investment Policy requires that investment securities be held by an authorized custodial bank pursuant to a written custodial agreement.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

In addition, the Investment Policy requires that whenever funds are deposited in a financial institution in an amount which causes the total amount of the Authority's funds deposited with such institution to exceed the amount which is protected by the FDIC, all deposits which exceed the amount insured be collateralized, at the rate of 102% of such deposit, by: bonds, notes, certificates of indebtedness, Treasury bills, or other securities which are guaranteed by the full faith and credit of the United States of America as to principal and interest or, at the rate of 110% of such deposit, by: bonds, notes, debentures, or other similar obligations of agencies of the United States of America. As of December 31, 2025 and 2024, the CTA's bank balances were fully insured or collateralized.

Interest Rate Risk: Interest rate risk is the risk that the fair value of the CTA's investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Investment Policy limits the allocation of the portfolio, and the term of investments as follows:

<u>Instrument Type</u>	<u>Maximum Investment Level</u>	<u>Actual Investment Level</u>	<u>Term of Investment</u>
U.S. Treasuries	100%	33%	3 years
Repurchase Agreements	33%	0%	330 days
Certificates of Deposit	30%	0%	365 days
Corporate Obligations	33%	0%	3 years
Government Money Market	50%	46%	n.a.
U.S. Government Agencies	75%	21%	5 years
Municipal Bonds (Callable)	25%	0%	5 years
Investment Pool - Illinois Fund	25%	0%	n.a.

As of December 31, 2025, the maturities for the CTA's fixed-income investments are as follows (in thousands of dollars):

	<u>Fair Value</u>	<u>Investment Maturities (by years)</u>		
		<u>Less than 1</u>	<u>1 - 5</u>	<u>5+</u>
Certificates of deposit	\$ 21	\$ 21	\$ -	\$ -
Money market mutual funds	315,373	315,373	-	-
U.S. government agencies	142,087	142,087	-	-
U.S. Treasury notes	226,325	226,325	-	-
Total	<u>\$ 683,806</u>	<u>\$ 683,806</u>	<u>\$ -</u>	<u>\$ -</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

As of December 31, 2024, the maturities for the CTA's fixed-income investments are as follows (in thousands of dollars):

	Fair Value	Investment Maturities (by years)		
		Less than 1	1 - 5	5+
Certificates of deposit	\$ 20	\$ -	\$ 20	\$ -
Money market mutual funds	607,101	607,101	-	-
U.S. government agencies	156,874	-	156,874	-
U.S. Treasury notes	446,233	395,664	50,569	-
Total	<u>\$ 1,210,228</u>	<u>\$ 1,002,765</u>	<u>\$ 207,463</u>	<u>\$ -</u>

Credit Risk: Credit risk is the risk that the CTA will not recover its investments due to the failure of the counterparty to fulfill its obligation. To address this risk, the CTA invests in accordance with its Investment Policy which states investments held by CTA are backed by the United States Government, which are valued at AAA, municipal bonds that shall be rated, at the time of purchase, no lower than 'A' category by at least two accredited rating agencies with nationally recognized expertise in rating bonds of states and their political subdivisions, and commercial paper that are at the time of purchase at the highest classification established by at least two standard rating services and which mature not later than three years from the date of purchase.

As of December 31, 2025, the CTA had the following fixed-income investments which are rated by Moody's, Standard and Poor's, and/or Fitch (in thousands of dollars):

	Fair Value	Credit Ratings				
		A1P1 or AAA	A2P2 or AA	A3P3 or A	B	Not rated
Money market mutual funds	\$ 315,373	\$ 315,373	\$ -	\$ -	\$ -	\$ -
U.S. government agencies	142,087	142,087	-	-	-	-
Total	<u>\$ 457,460</u>	<u>\$ 457,460</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

As of December 31, 2024, the CTA had the following fixed-income investments which are rated by both Moody's and Standard and Poor's (in thousands of dollars):

	Fair Value	Credit Ratings				
		A1P1 or AAA	A2P2 or AA	A3P3 or A	B	Not Rated
Money market mutual funds	\$ 607,101	\$ 607,101	\$ -	\$ -	\$ -	\$ -
U.S. government agencies	156,874	156,874	-	-	-	-
Total	<u>\$ 763,975</u>	<u>\$ 763,975</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Concentration of Credit Risk: Except for investments in certificates of deposits and commercial paper, the CTA does not restrict the amount which may be invested in authorized investments of a single issuer or financial institution. No more than 30 percent of the maximum portfolio percentage amount allowed for investment in certificates of deposit may be invested in certificates of deposit of a single issuer of such certificates. No more than 25 percent of the maximum portfolio percentage amount allowed for investment in commercial paper may be invested in commercial paper of a single issuer of such commercial paper.

As of December 31, 2025, the CTA had investments in Treasury Bill (T-Bills) (33.10%), Goldman Sachs – Amalgamated (24.29%), Morgan Stanley – Zions Bank (20.33%), and Federal Home Loan Bank (FHLB) (15.37%), that exceeded 5 percent of the total investment balance. As of December 31, 2024, the CTA had investments in Goldman Sachs – Amalgamated (32.69%), Morgan Stanley – Zions Bank (17.47%), Treasury Bill (T-Bills) (36.87%), and Federal Home Loan Bank, (FHLB) (12.96%), that exceeded 5 percent of the total investment balance.

Fair Value: CTA categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs and are valued using a matrix pricing model. Level 3 inputs are significant unobservable inputs and are valued using future projected cash flows.

CTA has the following fair value measurements as of December 31, 2025 (in thousands of dollars).

Fair Value Measurements as of December 31, 2025				
Total				
	Amount	Level 1	Level 2	Level 3
Federal Home Loan Bank	\$ 105,120	\$ -	\$ 105,120	\$ -
Federal National Mortgage Association	31,000	-	31,000	-
Federal Home Loan Mortgage Corporation	5,967	-	5,967	-
US Treasury Notes	226,325	226,325	-	-
Money market mutual funds	315,373	315,373	-	-
Total	<u>\$ 683,785</u>	<u>\$ 541,698</u>	<u>\$ 142,087</u>	<u>\$ -</u>

CTA has the following fair value measurements as of December 31, 2024 (in thousands of dollars).

Fair Value Measurements as of December 31, 2024				
Total				
	Amount	Level 1	Level 2	Level 3
Federal Home Loan Bank	\$ 156,874	\$ -	\$ 156,874	\$ -
US Treasury Notes	446,233	446,233	-	-
Money market mutual funds	607,101	607,101	-	-
Total	<u>\$ 1,210,208</u>	<u>\$ 1,053,334</u>	<u>\$ 156,874</u>	<u>\$ -</u>

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Cash, Cash Equivalents, and Investments of the Fiduciary Activities

Cash, cash equivalents, and investments are reported in the Fiduciary Fund as follows as of December 31, 2025 and 2024 (in thousands of dollars):

	2025	2024
Investments:		
Short-term investments	\$ 354	\$ 263
U.S. fixed income	9,954	9,348
Common stock	22,498	21,039
Real estate	2,134	2,160
Total	\$ 34,940	\$ 32,810

Investment Policy: The Employee Retirement Review Committee has been appointed as the fiduciary having responsibility for administering the Qualified Supplemental Retirement Plan, including the responsibility for allocating the assets of the trust fund among the separate accounts, for monitoring the diversification of the investments of the trust fund, for determining the propriety of investments of the trust fund in foreign securities and of maintaining the custody of foreign investments abroad, for assuring that the plan does not violate any provisions of applicable law limiting the acquisition or holding of certain securities or other property, and for the appointment and removal of an investment fiduciary. The Qualified Supplemental Retirement Plan is a qualified plan that is not subject to the Public Funds Investment Act.

In March 2005 the Employee Retirement Review Committee engaged a registered investment adviser under the Investment Advisers Act of 1940. The Employee Retirement Review Committee engaged a new registered investment adviser in October 2015. The investment adviser is authorized to invest and reinvest the assets of the Qualified Supplemental Retirement Plan and keep the same invested, without distinction between principal and income, in any property, real, personal or mixed or share or part thereof, or part interest thereof, or part interest therein, wherever situated, and whether or not productive of income, including: capital, common and preferred stock, and short-term investments.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Interest Rate Risk: Interest rate risk is the risk that the fair value of the Qualified Supplemental Retirement Plan investments will decrease as a result of an increase in interest rates. The Employee Retirement Review Committee mitigates exposure to changes in interest rates by requiring that the assets of the Trust be invested in accordance with the following asset allocation guidelines as of December 31, 2025 and 2024.

Asset Class	2025 Allocation	2024 Allocation
U.S. large cap equities	20.00%	20.00%
U.S. mid size cap equities	5.00	5.00
U.S. small cap equities	5.00	5.00
Developed non-U.S. equities	15.00	15.00
Emerging markets equities	5.00	5.00
U.S. fixed income	30.00	30.00
Real estate	10.00	10.00
Open-End Private Equity	10.00	10.00
	100.00%	100.00%

As of December 31, 2025, the maturities for the Plan's fixed-income investments are as follows (in thousands):

	Fair Value	Investment Maturities (In Years)	
		Less Than 1	1 - 5
Short-term investment funds	\$ 354	\$ 354	\$ -
U.S. fixed income	9,954	9,954	-
Total	\$ 10,308	\$ 10,308	\$ -

As of December 31, 2024, the maturities for the Plan's fixed-income investments are as follows (in thousands):

	Fair Value	Investment Maturities (In Years)	
		Less Than 1	1 - 5
Short-term investment funds	\$ 263	\$ 263	\$ -
U.S. fixed income	9,348	9,348	-
Total	\$ 9,611	\$ 9,611	\$ -

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Credit Risk: Credit risk is the risk that the Qualified Supplemental Retirement Plan will not recover its investments due to the failure of the counterparty to fulfill its obligation.

As of December 31, 2025, the Plan had the following fixed-income investments which are not rated by either Moody's or Standard and Poor's (in thousands of dollars):

	<u>Fair Value</u>	<u>Credit Ratings</u>	
		<u>Government Secured</u>	<u>Not Rated</u>
Short-term investment funds	\$ 354	\$ -	\$ 354
U.S. fixed income	9,954	-	9,954
Total	<u>\$ 10,308</u>	<u>\$ -</u>	<u>\$ 10,308</u>

As of December 31, 2024, the Plan had the following fixed-income investments which are not rated by either Moody's or Standard and Poor's (in thousands of dollars):

	<u>Fair Value</u>	<u>Credit Ratings</u>	
		<u>Government Secured</u>	<u>Not Rated</u>
Short-term investment funds	\$ 263	\$ -	\$ 263
U.S. fixed income	9,348	-	9,348
Total	<u>\$ 9,611</u>	<u>\$ -</u>	<u>\$ 9,611</u>

Custodial Credit Risk – Investments: Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Qualified Supplemental Retirement Plan will not be able to recover the value of its investments or collateral securities that are in the possession of a third party. The investment securities are held in trust pursuant to a written trust agreement.

Foreign Currency Risk: Foreign currency risk is the risk that changes in exchange rates will adversely impact the fair value of an investment. There was no foreign currency risk as of December 31, 2025 or 2024.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Fair Value: The Qualified Supplemental Plan categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs and are valued using a matrix pricing model. Level 3 inputs are significant unobservable inputs and are valued using future projected cash flows. The Qualified Supplemental Plan has the following fair value measurements as of December 31, 2025 and 2024 (in thousands of dollars).

Fair Value Measurements as of December 31, 2025				
	Total	Level 1	Level 2	Level 3
	Amount			
Global Fixed Income	\$ -	\$ -	\$ -	\$ -
Common Stock	-	-	-	-
Total investments by fair value level	\$ -	\$ -	\$ -	\$ -
Investments measured at Net Asset Value				
U.S. Fixed Income	9,954			
Common Stock	13,109			
Common Stock - Global	9,389			
Real Estate	2,134			
Total investments	\$ 34,586			
Fair Value Measurements as of December 31, 2024				
	Total	Level 1	Level 2	Level 3
	Amount			
Global Fixed Income	\$ -	\$ -	\$ -	\$ -
Common Stock	-	-	-	-
Total investments by fair value level	\$ -	\$ -	\$ -	\$ -
Investments measured at Net Asset Value				
U.S. Fixed Income	9,348			
Common Stock	12,540			
Common Stock - Global	8,499			
Real Estate	2,160			
Total investments	\$ 32,547			

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 5 – CASH, CASH EQUIVALENTS, AND INVESTMENTS (Continued)

Investment in Certain Entities that Calculate Net Asset Value Per Share

CTA measures certain investments that do not have a readily determinable fair value using NAV as a practical expedient. The Real Estate, Common Stock – Global, Global Fixed Income and the U.S. Fixed Income and Common Stock are generally structured as limited partnerships, limited liability corporations, or collective trusts, respectively, with an investment manager and are created by raising pools of capital from investors that will be invested according to one or more specific investment strategies. Investors commit capital to the fund, and as the investment manager identifies investment opportunities, the committed capital is called to purchase the investments.

The following table displays information regarding investments that use NAV per share (or equivalent) as their fair value measurement as of December 31, 2025 and 2024 (in thousands of dollars):

	Net Asset Value Practical Expedient			
	Fair Value December 31, 2025	Total Unfunded Commitments	Redemption Frequency if Currently Eligible	Redemption Notice Period
U.S. Fixed Income	\$ 9,954	\$ -	N/A	N/A
Common Stock	13,109	-	N/A	N/A
Common Stock - Global	9,389	-	N/A	30 Days
Real Estate	2,134	-	Quarterly on a Calendar Basis	60 Days

	Net Asset Value Practical Expedient			
	Fair Value December 31, 2024	Total Unfunded Commitments	Redemption Frequency if Currently Eligible	Redemption Notice Period
U.S. Fixed Income	\$ 9,348	\$ -	N/A	N/A
Common Stock	12,540	-	N/A	N/A
Common Stock - Global	8,499	-	N/A	30 Days
Real Estate	2,160	-	Quarterly on a Calendar Basis	60 Days

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 6 – CAPITAL ASSETS

The CTA has capital grant contracts with federal, state, and regional agencies, including the U.S. Department of Transportation, Federal Transit Administration (FTA), the State of Illinois Department of Transportation (IDOT), established under the Transportation Bond Act, and the RTA. Under these contracts, the CTA has acquired rapid-transit cars, buses, and equipment and is constructing, renewing, and improving various portions of track structures and related operating facilities and systems. It is anticipated that the FTA will finance approximately 80% of the total cost of the federal projects, with the balance of the cost being financed principally by IDOT, the RTA, and CTA bonds. Commitments of approximately \$980,629,000 and \$785,469,000 have been entered into for federal and state (including local) capital grant contracts as of December 31, 2025 and 2024, respectively.

The CTA also has additional capital grant contracts, which are 100% funded by the RTA, IDOT, FEMA, IEMA, or a capital line of credit. Commitments of approximately \$1,060,894,000 and \$1,164,304,000 have been entered into for these state and local capital grants as of December 31, 2025 and 2024, respectively.

Changes in capital assets for the year ended December 31, 2025 are as follows (in thousands of dollars):

	Balance at January 1, 2025	Increase	Decrease	Balance at December 31, 2025
Capital assets not being depreciated:				
Land	\$ 186,975	\$ 10,034	\$ -	\$ 197,009
Construction in process	<u>1,106,303</u>	<u>993,966</u>	<u>(888,703)</u>	<u>1,211,566</u>
Total capital assets not being depreciated	<u>1,293,278</u>	<u>1,004,000</u>	<u>(888,703)</u>	<u>1,408,575</u>
Capital assets being depreciated:				
Land improvements	1,143,226	105,020	-	1,248,246
Buildings	3,777,126	277,708	-	4,054,834
Transportation vehicles	4,801,905	281,038	(30,055)	5,052,888
Elevated structure track	3,002,185	68,088	-	3,070,273
Signal and communication	1,744,095	58,179	(75)	1,802,199
Other equipment	<u>1,094,135</u>	<u>88,636</u>	<u>(34,954)</u>	<u>1,147,817</u>
Total capital assets being depreciated	<u>15,562,672</u>	<u>878,669</u>	<u>(65,084)</u>	<u>16,376,257</u>
Less accumulated depreciation for:				
Land improvements	932,833	68,278	-	1,001,111
Buildings	2,419,112	120,504	-	2,539,616
Transportation vehicles	3,492,970	228,431	(30,055)	3,691,346
Elevated structure track	2,102,891	58,351	-	2,161,242
Signal and communication	1,359,667	51,006	(75)	1,410,598
Other equipment	<u>935,050</u>	<u>61,878</u>	<u>(34,954)</u>	<u>961,974</u>
Total accumulated depreciation	<u>11,242,523</u>	<u>588,448</u>	<u>(65,084)</u>	<u>11,765,887</u>
Total capital assets being depreciated, net	<u>4,320,149</u>	<u>290,221</u>	<u>-</u>	<u>4,610,370</u>
Total capital assets, net	<u>\$ 5,613,427</u>	<u>\$ 1,294,221</u>	<u>\$ (888,703)</u>	<u>\$ 6,018,945</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 6 – CAPITAL ASSETS (Continued)

Changes in capital assets for the year ended December 31, 2024 are as follows (in thousands of dollars):

	<u>Balance at January 1, 2024</u>	<u>Increase</u>	<u>Decrease</u>	<u>Balance at December 31, 2024</u>
Capital assets not being depreciated:				
Land	\$ 182,783	\$ 4,192	\$ -	\$ 186,975
Construction in process	803,582	1,035,375	(732,654)	1,106,303
Total capital assets not being depreciated	<u>986,365</u>	<u>1,039,567</u>	<u>(732,654)</u>	<u>1,293,278</u>
Capital assets being depreciated:				
Land improvements	1,000,604	142,622	-	1,143,226
Buildings	3,660,204	116,971	(49)	3,777,126
Transportation vehicles	4,535,402	325,527	(59,024)	4,801,905
Elevated structure track	2,951,606	50,579	-	3,002,185
Signal and communication	1,726,774	17,728	(407)	1,744,095
Other equipment	1,021,001	75,035	(1,901)	1,094,135
Total capital assets being depreciated	<u>14,895,591</u>	<u>728,462</u>	<u>(61,381)</u>	<u>15,562,672</u>
Less accumulated depreciation for:				
Land improvements	765,685	167,148	-	932,833
Buildings	2,292,096	127,065	(49)	2,419,112
Transportation vehicles	3,332,299	219,695	(59,024)	3,492,970
Elevated structure track	2,040,861	62,030	-	2,102,891
Signal and communication	1,312,813	47,261	(407)	1,359,667
Other equipment	891,209	45,742	(1,901)	935,050
Total accumulated depreciation	<u>10,634,963</u>	<u>668,941</u>	<u>(61,381)</u>	<u>11,242,523</u>
Total capital assets being depreciated, net	<u>4,260,628</u>	<u>59,521</u>	<u>-</u>	<u>4,320,149</u>
Total capital assets, net	<u>\$ 5,246,993</u>	<u>\$ 1,099,088</u>	<u>\$ (732,654)</u>	<u>\$ 5,613,427</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 7 – LONG-TERM OBLIGATIONS

Changes in long-term obligations for the year ended December 31, 2025 are as follows (in thousands of dollars):

	Balance at January 1, 2025	Additions	Reductions	Balance at December 31, 2025	Amount Due Beyond One Year	Amount Due Within One Year
Self insurance claims (Note 15)	\$ 372,448	\$ 334,551	\$ (295,807)	\$ 411,192	\$ 286,880	\$ 124,312
Bonds payable:						
Bonds payable (Note 9)	4,087,763	-	(134,300)	3,953,463	3,812,025	141,438
Premium on bonds payable	160,601	-	(11,782)	148,819	148,819	-
Total bonds payable	<u>4,248,364</u>	<u>-</u>	<u>(146,082)</u>	<u>4,102,282</u>	<u>3,960,844</u>	<u>141,438</u>
Direct Borrowings:						
Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds payable (Note 11)	189,027	-	(8,752)	180,275	171,319	8,956
Public Building Commission payable (Note 8)	44,390	-	(3,960)	40,430	36,255	4,175
Premium on Public Building Commission payable	1,172	-	(238)	934	934	-
Total direct borrowings	<u>234,589</u>	<u>-</u>	<u>(12,950)</u>	<u>221,639</u>	<u>208,508</u>	<u>13,131</u>
Other long-term liabilities:						
Net pension liability (Notes 12 & 13)	2,025,205	-	(15,628)	2,009,577	2,008,018	1,559
Total OPEB liability (Note 14)	8,446	-	137	8,583	7,889	694
Capital line of credit - note purchase agreement (Note 16)	379,900	307,200	(89,600)	597,500	447,500	150,000
Other	20	-	-	20	20	-
Total other long-term liabilities	<u>2,413,571</u>	<u>307,200</u>	<u>(105,091)</u>	<u>2,615,680</u>	<u>2,463,427</u>	<u>152,253</u>
Total	<u>\$ 7,268,972</u>	<u>\$ 641,751</u>	<u>\$ (559,930)</u>	<u>\$ 7,350,793</u>	<u>\$ 6,919,659</u>	<u>\$ 431,134</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 7 – LONG-TERM OBLIGATIONS (Continued)

Changes in long-term obligations for the year ended December 31, 2024 are as follows (in thousands of dollars):

	Balance at January 1, 2024			Balance at December 31, 2024			Amount Due Beyond One Year	Amount Due Within One Year
	Additions	Reductions		One Year				
Self insurance claims (Note 15)	\$ 306,817	\$ 287,470	\$ (221,839)	\$ 372,448	\$ 269,824	\$ 102,624		
Bonds payable:								
Bonds payable (Note 9)	4,291,300	658,835	(862,372)	4,087,763	3,953,463	134,300		
Premium on bonds payable	140,382	61,450	(41,231)	160,601	160,601	-		
Total bonds payable	<u>4,431,682</u>	<u>720,285</u>	<u>(903,603)</u>	<u>4,248,364</u>	<u>4,114,064</u>	<u>134,300</u>		
Direct Borrowings:								
Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds payable (Note 11)	179,321	18,270	(8,564)	189,027	180,275	8,752		
Public Building Commission payable (Note 8)	48,150	-	(3,760)	44,390	40,430	3,960		
Premium on Public Building Commission payable	1,432	-	(260)	1,172	1,172	-		
Total direct borrowings	<u>228,903</u>	<u>18,270</u>	<u>(12,584)</u>	<u>234,589</u>	<u>221,877</u>	<u>12,712</u>		
Other long-term liabilities:								
Net pension liability (Notes 12 & 13)	2,048,147	-	(22,942)	2,025,205	2,023,465	1,740		
Total OPEB liability (Note 14)	7,043	1,403	-	8,446	7,782	664		
Capital line of credit - note purchase agreement (Note 16)	155,100	328,400	(103,600)	379,900	250,100	129,800		
Other	20	-	-	20	20	-		
Total other long-term liabilities	<u>2,210,310</u>	<u>329,803</u>	<u>(126,542)</u>	<u>2,413,571</u>	<u>2,281,367</u>	<u>132,204</u>		
Total	<u>\$ 7,177,712</u>	<u>\$ 1,355,828</u>	<u>\$ (1,264,568)</u>	<u>\$ 7,268,972</u>	<u>\$ 6,887,132</u>	<u>\$ 381,840</u>		

NOTE 8 – PUBLIC BUILDING COMMISSION PAYABLE

Public Building Commission: In 2003, the Public Building Commission of Chicago (PBC) issued revenue bonds for the benefit of the CTA in the amount of \$119,020,000. The bonds were issued to pay costs associated with the acquisition of real property and construction of a building, and facilities, including certain furniture, fixtures, and equipment. The real property, building and facilities, and all furniture, fixtures, and equipment are owned by the PBC and are used by the CTA as its headquarters. On October 26, 2006, the PBC issued Building Refunding Revenue Bonds for the benefit of the CTA in the amount of \$91,340,000. The proceeds of the bonds were used to advance refund the Public Building Commission of Chicago, Series 2003 bonds. The principal amount of the bonds refunded was \$111,120,000.

The proceeds from the sale of the 2006 bonds are being held in escrow under an escrow refunding agreement and have been invested in United States Treasury obligations. The principal amount of such obligations, together with interest earned thereon, will permit the payment of principal and interest on the refunded bonds up to and including their respective call dates. The refunded bonds are treated in the financial statements as defeased obligations. Accordingly, neither the trust account assets nor the refunded bonds appear in the accompanying financial statements. This refunding decreased annual debt service payments over 27 years by approximately \$388,000, resulting in an economic gain of approximately \$20,404,000.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 8 – PUBLIC BUILDING COMMISSION PAYABLE (Continued)

Based upon the requirements of GASB Statement No. 23, *Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Accounts*, the CTA recorded a deferred amount (loss) on refunding of \$2,395,000. There was no remaining unamortized portion as of December 31, 2025 and 2024.

The bonds are payable from and secured by the agreement entered into between the Commission and the CTA and are considered a general obligation of the CTA payable from any lawfully available funds. The bond premium related to this transaction is presented as such on the Statements of Net Position. The present value of the future payments to be made by the CTA under the agreement of approximately \$40,430,000 and \$44,390,000 is reflected in the accompanying December 31, 2025 and 2024 Statements of Net Position, respectively, as a liability.

Principal and Interest Requirements to Maturity: As of December 31, 2025 future principal and interest payments for the PBC payable are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>
2026	\$ 4,175	\$ 2,013
2027	4,400	1,788
2028	4,635	1,551
2029	4,890	1,301
2030	5,150	1,037
2031 - 2033	17,180	1,384
	<u>\$ 40,430</u>	<u>\$ 9,074</u>

NOTE 9 – BONDS PAYABLE

2008A Series (Pension Funding) and 2008B Series (Retiree Health Care Funding) Sales and Transfer Tax Receipts Revenue Bonds: On July 30, 2008, the CTA issued Sales and Transfer Tax Receipts Revenue Bonds in the amount of \$1,936,855,000 to fund the employee retirement plan and to create a retiree health care trust. The bonds were sold in two tranches, a \$1.3 billion Series A to fund the employee’s retirement plan and a \$640 million Series B to fund a permanent trust that was established to cover other postemployment benefits for retirees’ health care. The bonds are secured primarily by a pledge of and lien on the Sales Tax Receipts Fund and the Transfer Tax Receipts Fund deposits. The bonds were issued pursuant to the pension and retiree health care reform requirements set forth in Public Acts 94-839 and 95-705.

Public Act 94-839 required the CTA to make contributions to its retirement system in an amount which, together with the contributions of its participants, interest earned on investments and other income, were sufficient to bring the total assets of the retirement system up to 90% of its total actuarial liabilities by the end of fiscal year 2058. Additionally, Public Act 94-839 required that the Retirement Plan’s pension and retiree health care programs be separated into two distinct trusts by December 31, 2008.

Public Act 95-708 modified this directive slightly and added a number of other requirements. First, a new Retirement Plan Trust will be created to manage the Retirement Plan assets. Second, CTA contributions and employee contributions were increased. Third, in addition to the requirement that the Retirement Plan be 90% funded by 2059, there is a new requirement that the Retirement Plan be funded at a minimum of 60% by September 15, 2009. Any deviation from the stated projections could result in a directive from the State of Illinois Auditor General to increase the CTA and employee contributions.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

Fourth, Public Act 95-708 authorized the CTA to issue \$1.9 billion in pension obligation bonds to fund the pension and retiree health care. Finally, the legislation provides that CTA will have no future responsibility for retiree healthcare costs after the bond funding. In accordance with Public Act 95-708, all retiree healthcare benefits are now paid from the newly established Retiree Health Care Trust.

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay any amounts remaining in the Sales Tax Receipt Fund and the Transfer Tax Receipts Fund, as defined by the bond agreement, and all tax receipts as promptly as practicable after receipt.

The Series 2008A and 2008B bonds bear interest ranging from 5.1% to 6.9%. Scheduled interest on the 2008A and 2008B bonds will be funded through June 1, 2009 and June 1, 2010, respectively, with bond proceeds and interest earnings thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially on June 1, 2013 through June 1, 2040.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 57,560	\$ 99,015	\$ 156,575
2027	61,530	95,044	156,574
2028	65,775	90,799	156,574
2029	70,310	86,261	156,571
2030	75,165	81,410	156,575
2031	80,350	76,225	156,575
2032	85,895	70,681	156,576
2033	91,820	64,755	156,575
2034	98,150	58,421	156,571
2035	104,925	51,649	156,574
2036	112,165	44,411	156,576
2037	119,905	36,672	156,577
2038	128,170	28,400	156,570
2039	137,015	19,558	156,573
2040	146,470	10,105	156,575
Total	<u>\$ 1,435,205</u>	<u>\$ 913,406</u>	<u>\$ 2,348,611</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

2010A Sales Tax Receipts Revenue Bonds and Taxable Series 2010B Sales Tax Receipts Revenue Bonds (Build America Bonds): On March 23, 2010, the CTA issued the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B Build America Bonds, in the amount of \$550,000,000, along with a premium of \$5,186,000. The bonds were issued to provide funds to finance or reimburse the CTA for expenditures relating to the purchase of new rail cars, overhaul and rehabilitation of existing rail cars, and the purchase and installation of upgrades for rail system components. The American Recovery and Reinvestment Act of 2009 created the Build America Bond (BAB) Program. This program allows state and local governments to issue taxable bonds for capital projects and to receive a federal subsidy payment from the U.S. Treasury Department for a portion of their borrowing costs.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay, after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2010A and 2010B bonds bear interest ranging from 4.0% to 6.2%. Scheduled interest on the 2010 bonds was funded through December 1, 2010 with proceeds of the 2010 bonds and interest earnings thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially on June 1, 2015 through June 1, 2040.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>2010B Interest</u>	<u>Total</u>
2026	\$ 15,855	\$ 26,447	\$ 42,302
2027	16,835	25,464	42,299
2028	17,880	24,420	42,300
2029	18,985	23,311	42,296
2030	20,155	22,134	42,289
2031	21,400	20,885	42,285
2032	22,725	19,558	42,283
2033	24,135	18,149	42,284
2034	31,820	16,653	48,473
2035	33,785	14,680	48,465
2036	35,875	12,585	48,460
2037	38,090	10,361	48,451
2038	40,455	7,999	48,454
2039	42,955	5,491	48,446
2040	45,610	2,828	48,438
Total	<u>\$ 426,560</u>	<u>\$ 250,965</u>	<u>\$ 677,525</u>

There are no bond debt service requirements on the Series 2010A bonds as of December 31, 2025 and 2024 because the bonds matured in 2019.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

2014 Sales Tax Receipts Revenue Bonds: On July 10, 2014, the CTA issued Sales and Transfer Tax Receipts Revenue Bonds, Series 2014 in the amount of \$550,000,000, along with a premium of \$45,154,000. The bonds were issued to provide funds to finance, in whole or in part, capital projects contemplated by the Authority's Capital Plan.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay, after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2014 bonds bear interest ranging from 5.0% to 5.25%. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially December 1, 2041 through December 1, 2049.

The Sales Tax Receipts Revenue Refunding Bonds, Series 2024A bond refunded the maturities dated December 1, 2041 through 2049 of the 2014 bonds.

There are no bond debt service requirements on the Series 2014 bonds as of December 31, 2025 and 2024.

2015 Refunding Series Capital Grant Receipts Revenue Bonds: On September 16, 2015, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Program Funds and Section 5337 State of Good Repair Formula Program Funds, in the amount of \$176,920,000 along with a premium of \$21,569,000, in anticipation of the receipt of grants from the federal government pursuant to a full funding grant agreement. The bonds were issued to refund a portion of the outstanding 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds.

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2015 bond bear interest at 5.00%. Interest is payable semiannually on June 1 and December 1, commencing December 1, 2015 and the bonds mature serially June 1, 2018 through June 1, 2026.

The remaining net proceeds of \$197,159,000 were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds. As a result, a portion of the 5307 (Series 2004B and 2006A) and 5337 (Series 2008A) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the various bonds using the proceeds from the 2015 Series bonds which reduced its total debt service payments over the next 10 years by \$10,043,000 and resulted in an economic gain (difference between the present values of the debt service payments on the old and new debt) of \$9,856,000. The defeased debt had a zero balance as of December 31, 2025 and 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2015 of \$12,281,000 was deferred and is being amortized over the next 10 years. The deferred amount ending balance for the years ended December 31, 2025 and 2024 was \$90,000 and \$359,000, respectively. Amortization of the deferred amount on the refunding was \$269,000 and \$437,000 for the years ended December 31, 2025 and 2024, respectively.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	2015 (5337)	
	Principal	Interest
2026	\$ 15,275	\$ 382
Total	<u>\$ 15,275</u>	<u>\$ 382</u>

There are no bond debt service requirements on the Series 2015 (5307) bonds as of December 31, 2025 and 2024.

2017 Second Lien Sales Tax Receipts Revenue Bonds: On January 10, 2017, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2017, in the amount of \$296,220,000, along with a premium of \$18,108,000. The bonds were issued to (i) finance certain capital projects contemplated by the CTA's capital improvement plan, (ii) capitalize interest on the 2017 Second Lien Bonds and (iii) pay costs in connection with the issuance of the 2017 Second Lien Bonds.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2017 bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2017 bonds was funded through December 1, 2018 with proceeds of the 2017 bonds and interest thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially December 1, 2041 through December 1, 2051.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ -	\$ 14,711	\$ 14,711
2027	-	14,711	14,711
2028	-	14,711	14,711
2029	-	14,711	14,711
2030	-	14,711	14,711
2031	-	14,711	14,711
2032	-	14,711	14,711
2033	-	14,711	14,711
2034	-	14,711	14,711
2035	-	14,711	14,711
2036	-	14,711	14,711
2037	-	14,711	14,711
2038	-	14,711	14,711
2039	-	14,711	14,711
2040	-	14,711	14,711
2041	20,910	14,711	35,621
2042	21,945	13,681	35,626
2043	23,025	12,599	35,624
2044	24,160	11,464	35,624
2045	25,350	10,273	35,623
2046	26,600	9,023	35,623
2047	27,910	7,712	35,622
2048	29,310	6,316	35,626
2049	30,775	4,851	35,626
2050	32,310	3,312	35,622
2051	33,925	1,696	35,621
Total	<u>\$ 296,220</u>	<u>\$ 316,303</u>	<u>\$ 612,523</u>

2017 Refunding Series Capital Grant Receipts Revenue Bonds: On July 18, 2017, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Program Funds and Section 5337 State of Good Repair Formula Program Funds, in the amount of \$225,795,000 along with a premium of \$31,279,000, in anticipation of the receipt of grants from the federal government pursuant to a full funding grant agreement. The bonds were issued to refund the Series 2008A 5307 bonds maturing June 1, 2022 through 2026 as well as refunding the Series 2008 5337 bonds maturing June 1, 2019 through 2026 and the Series 2008A 5337 bonds maturing June 1, 2019 through 2023.

This bond contains a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2017 bonds bear interest ranging from 2.0% to 5.0%. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially June 1, 2018 through June 1, 2026.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

Net proceeds of \$255,396,000 were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2008A) and 5337 (Series 2008 and 2008A) bonds. As a result, a portion of the 5307 (Series 2008A) and 5337 (Series 2008 and 2008A) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the various bonds using the proceeds from the 2017 Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of \$30,456,000 and an economic gain (present value of the difference in debt service cash flows payments) of \$27,099,000. The defeased debt had a balance of zero as of December 31, 2025 and 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2017 of \$4,929,000 was deferred and is being amortized over the next 9 years. The deferred amount ending balance for the years ended December 31, 2025 and 2024 was \$59,000 and \$233,000, respectively. Amortization of the deferred amount on the refunding was \$174,000 and \$283,000 for the years ended December 31, 2025 and 2024, respectively.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>2017 (5307)</u>		<u>2017 (5337)</u>		<u>Total</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2026	\$ 19,915	\$ 996	\$ 11,165	\$ 558	\$ 31,080	\$ 1,554
Total	<u>\$ 19,915</u>	<u>\$ 996</u>	<u>\$ 11,165</u>	<u>\$ 558</u>	<u>\$ 31,080</u>	<u>\$ 1,554</u>

2020A Second Lien Sales Tax Receipts Revenue Bonds: On September 3, 2020, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2020A, in the amount of \$367,895,000, along with a premium of \$43,580,000. The bonds were issued to pay for projects included in the Capital Improvement Plan and repay a portion of CTA’s Second Lien Sales Tax Receipts Capital Improvement Notes.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2020A bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2020A bonds was funded through September 1, 2023 with proceeds of the 2020A bonds and interest thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2041 through December 1, 2055.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ -	\$ 16,279	\$ 16,279
2027	-	16,279	16,279
2028	-	16,279	16,279
2029	-	16,279	16,279
2030	-	16,279	16,279
2031	-	16,279	16,279
2032	-	16,279	16,279
2033	-	16,279	16,279
2034	-	16,279	16,279
2035	-	16,279	16,279
2036	-	16,279	16,279
2037	-	16,279	16,279
2038	-	16,279	16,279
2039	-	16,279	16,279
2040	-	16,279	16,279
2041	17,590	16,279	33,869
2042	18,470	15,399	33,869
2043	19,395	14,476	33,871
2044	20,360	13,506	33,866
2045	21,380	12,488	33,868
2046	22,450	11,419	33,869
2047	23,345	10,521	33,866
2048	24,280	9,587	33,867
2049	25,250	8,616	33,866
2050	26,265	7,606	33,871
2051	27,315	6,556	33,871
2052	28,515	5,355	33,870
2053	29,765	4,103	33,868
2054	31,075	2,794	33,869
2055	32,440	1,427	33,867
Total	<u>\$ 367,895</u>	<u>\$ 384,317</u>	<u>\$ 752,212</u>

2020B Taxable Series Sales Tax Receipts Revenue Refunding Bonds: On September 3, 2020, the CTA issued the Taxable Sales Tax Receipts Revenue Refunding Bonds, Series 2020B, in the amount of \$534,005,000. The bonds were issued to refund the outstanding Sales Tax Receipts Revenue Bonds Series 2011 and to repay a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes.

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay, after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

The Series 2020B bonds bear interest ranging from 1.7% to 3.9%. Scheduled interest on the 2020B bonds was funded through June 1, 2021 with proceeds of the 2020B bonds and interest thereon. Interest on the 2020 bonds is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2022 through December 1, 2040.

Net proceeds of \$513,611,000 were deposited into an irrevocable trust with an escrow agent to provide for debt services payments on the Sales Tax Receipts Revenue (Series 2011) bonds. As a result, a portion of the Sales Tax Receipts Revenue (Series 2011) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the Series 2011 bonds using the proceeds from the 2020B Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of \$47,604,000 and an economic gain (present value of the difference in debt service cash flow payments) of \$46,991,000. The defeased debt had a zero balance as of December 31, 2025 and 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Taxable Sales Tax Receipts Revenue Bonds, Refunding Series 2020B of \$17,927,000 was deferred and is being amortized over the next 20 years. The deferred amount ending balance for the years ended December 31, 2025 and 2024 was \$6,652,000 and \$7,466,000, respectively. Amortization of the deferred amount on the refunding was \$814,000 and \$5,650,000 for the years ended December 31, 2025 and 2024, respectively.

Proceeds from the Sales Tax Receipts Revenue Refunding Bonds, Series 2024A bond were used to repurchase and cancel a portion of the maturities dated December 1, 2025 through 2040 of the 2020B bonds.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 14,473	\$ 9,875	\$ 24,348
2027	9,850	9,516	19,366
2028	18,025	9,247	27,272
2029	11,495	8,715	20,210
2030	17,480	8,364	25,844
2031	21,465	7,822	29,287
2032	25,840	7,113	32,953
2033	22,350	6,234	28,584
2034	20,640	5,451	26,091
2035	17,010	4,718	21,728
2036	19,401	4,105	23,506
2037	20,165	3,346	23,511
2038	20,960	2,558	23,518
2039	21,781	1,738	23,519
2040	22,638	886	23,524
Total	<u>\$ 283,573</u>	<u>\$ 89,688</u>	<u>\$ 373,261</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

2021 Refunding Series Capital Grant Receipts Revenue Bonds: On June 10, 2021, the CTA issued Capital Grant Receipts Revenue Bonds backed by the pledge of Federal Transit Administration Section 5307 Urbanized Area Formula Funds and Section 5337 State of Good Repair Formula Funds, in the amount of \$120,975,000 along with a premium of \$27,846,000. The bonds were issued to refund the Series 2010 5307 bonds maturing June 1, 2027 through 2028, the Series 2011 5307 bonds maturing June 1, 2022 through 2029, and the Series 2010 5309 bonds maturing June 1, 2027 through 2028.

The bonds contain a provision that in the event of default, the CTA upon demand of the Trustee shall pay all moneys, securities, and funds held by the CTA in a fund, account, or sub-account pursuant to the terms of the Indenture and all 5307 and 5337 Grant Receipts as promptly as practicable after receipt.

The Series 2021 bonds bear interest at 5.0%. Interest is payable semiannually on June 1 and December 1 and the bonds mature serially June 1, 2022 through June 1, 2029.

Net proceeds of \$147,713,000 were deposited into an irrevocable trust with an escrow agent to provide for debt service payments on the 5307 (Series 2010 and 2011) and 5309 (Series 2010) bonds. As a result, a portion of the 5307 (Series 2010 and 2011) and 5309 (Series 2010) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the various bonds using the proceeds from the 2021 Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of \$34,077,000 and an economic gain (present value of the difference in debt service cash flows payments of \$32,484,000. The defeased debt had a balance of zero as of December 31, 2025 and 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Capital Grant Receipts Revenue Bonds, Refunding Series 2021 of \$1,233,000 was deferred and is being amortized over the next 8 years. The deferred amount ending balance for the years ended December 31, 2025 and 2024 was \$392,000 and \$555,000, respectively. Amortization of the deferred amount on the refunding was \$163,000 and \$172,000 for the years ended December 31, 2025 and 2024, respectively.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	<u>2021 (5307)</u>		<u>2021 (5337)</u>		<u>Total</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2026	\$ -	\$ 3,748	\$ 315	\$ 1,026	\$ 315	\$ 4,774
2027	22,295	3,748	6,465	1,010	28,760	4,758
2028	32,700	2,634	13,730	686	46,430	3,320
2029	19,975	999	-	-	19,975	999
Total	<u>\$ 74,970</u>	<u>\$ 11,129</u>	<u>\$ 20,510</u>	<u>\$ 2,722</u>	<u>\$ 95,480</u>	<u>\$ 13,851</u>

2022A Second Lien Sales Tax Receipts Revenue Bonds: On March 31, 2022, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2022A, in the amount of \$350,000,000, along with a premium of \$37,881,000. The bonds were issued to pay for projects included in the Capital Improvement Plan and repay a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

This bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Sales Tax Receipts Revenue Bonds, Series 2010A and Taxable Series 2010B bonds, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2022A bonds bear interest ranging from 4.0% to 5.0%. Scheduled interest on the 2022A bonds was funded through December 1, 2024 with proceeds of the 2022A bonds and interest thereon. Interest is payable semiannually on June 1 and December 1 and the bonds mature on December 1, 2041 through December 1, 2057.

The bond debt service requirements to maturity are as follows (in thousands of dollars):

	Principal	Interest	Total
2026	\$ -	\$ 16,923	\$ 16,923
2027	-	16,923	16,923
2028	-	16,923	16,923
2029	-	16,923	16,923
2030	-	16,923	16,923
2031	-	16,923	16,923
2032	-	16,923	16,923
2033	-	16,923	16,923
2034	-	16,923	16,923
2035	-	16,923	16,923
2036	-	16,923	16,923
2037	-	16,923	16,923
2038	-	16,923	16,923
2039	-	16,923	16,923
2040	-	16,923	16,923
2041	13,790	16,923	30,713
2042	14,480	16,234	30,714
2043	15,205	15,510	30,715
2044	15,965	14,749	30,714
2045	16,760	13,951	30,711
2046	17,600	13,113	30,713
2047	18,480	12,233	30,713
2048	19,220	11,494	30,714
2049	19,990	10,725	30,715
2050	20,790	9,926	30,716
2051	21,825	8,886	30,711
2052	22,920	7,795	30,715
2053	24,065	6,649	30,714
2054	25,270	5,446	30,716
2055	26,530	4,182	30,712
2056	27,860	2,856	30,716
2057	29,250	1,462	30,712
Total	<u>\$ 350,000</u>	<u>\$ 425,979</u>	<u>\$ 775,979</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

2024A Sales Tax Receipts Revenue Refunding Bonds: On December 19, 2024, the CTA issued Sales Tax Receipts Revenue Refunding Bonds, Series 2024A in the amount of \$658,835,000, along with a premium of \$61,450,000. The bonds were issued to refund the outstanding Sales Tax Receipts Revenue Bonds, Series 2014 and to fund the purchase price of certain outstanding Sales Tax Receipts Revenue Refunding Bonds, Series 2020B via the tender option in addition to pay the costs of issuance related to the issued bonds.

The bond contains a provision that in the event of default, the CTA, upon demand of the Trustee shall pay after payment is made on the 2008A and 2008B Pension and Retiree Health Care Funding bonds and on the Public Building Commission payable, any amounts remaining in the Sales Tax Receipts Fund, as defined by the bond agreement, and all Sales Tax Receipts as promptly as practicable after receipt.

The Series 2024A bonds bear interest of 5.0%. Interest is paid semiannually on June 1 and December 1 and the bonds mature on December 1, 2025 through December 1, 2049.

Net proceeds of \$717,007,000 were deposited into an irrevocable trust with an escrow agent to provide for debt services payments on the Sales Tax Receipts Revenue (Series 2014) bonds and the Sales Tax Receipts Revenue Refunding (Series 2020B) bonds. As a result, a portion of the Sales Tax Receipts Revenue (Series 2014) bonds and the Sales Tax Receipts Revenue Refunding (Series 2020B) bonds then outstanding are considered to be defeased and the related liability has been removed from the Statements of Net Position. The CTA refunded the Series 2014 bonds and a portion of the Series 2020B bonds using the proceeds from the 2024A Series bonds which resulted in a difference of cash flows of debt service payments on the old and new debt of \$118,537,000 and an economic gain (present value of the difference in debt service cash flow payments) of \$71,922,000. The defeased debt had a zero balance as of December 31, 2025 and 2024.

The difference between the reacquisition price and the net carrying amount of the bonds refunded by the Sales Tax Receipts Revenue Refunding Bonds, Series 2024A of \$40,523,000 was deferred and is being amortized over the next 25 years. The deferred amount ending balance for the years ended December 31, 2025 and 2024 was \$36,110,000 and \$40,523,000, respectively. Amortization of the deferred amount on the refunding was \$4,413,000 for the year ended December 31, 2025. There was no amortization of the deferred amount on the refunding for the year ended December 31, 2024.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

The bond debt service to maturity are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 6,880	\$ 32,609	\$ 39,489
2027	12,220	32,265	44,485
2028	4,925	31,654	36,579
2029	12,240	31,408	43,648
2030	7,220	30,796	38,016
2031	4,150	30,435	34,585
2032	695	30,227	30,922
2033	5,100	30,192	35,292
2034	7,855	29,937	37,792
2035	12,620	29,545	42,165
2036	11,475	28,914	40,389
2037	12,050	28,340	40,390
2038	12,655	27,737	40,392
2039	13,290	27,105	40,395
2040	13,960	26,440	40,400
2041	46,690	25,742	72,432
2042	49,025	23,408	72,433
2043	51,480	20,956	72,436
2044	54,050	18,382	72,432
2045	56,755	15,680	72,435
2046	59,590	12,842	72,432
2047	62,570	9,863	72,433
2048	65,700	6,734	72,434
2049	68,980	3,449	72,429
Total	<u>\$ 652,175</u>	<u>\$ 584,660</u>	<u>\$ 1,236,835</u>

The total bond debt service requirements to maturity for all outstanding bonds are as follows (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 141,438	\$ 222,569	\$ 364,007
2027	129,195	214,960	344,155
2028	153,035	207,353	360,388
2029	133,005	198,607	331,612
2030	120,020	190,617	310,637
2031 - 2035	732,730	832,895	1,565,625
2036 - 2040	1,015,085	569,144	1,584,229
2041 - 2045	546,785	316,411	863,196
2046 - 2050	621,415	169,342	790,757
2051 - 2055	303,645	54,889	358,534
2056 - 2057	57,110	4,318	61,428
Total	<u>\$ 3,953,463</u>	<u>\$ 2,981,105</u>	<u>\$ 6,934,568</u>

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

Future Revenue Pledges: The CTA has pledged the following future revenues to secure outstanding balances of bond issuances as of December 31, 2025 and 2024 in accordance with bond security requirements:

- Real Estate Transfer Tax (RETT) Receipts received from the City of Chicago are pledged to secure the Series 2008A and 2008B Sales and Transfer Tax Receipts Revenue Bonds; Sales Tax Receipts received from the Regional Transportation Authority (RTA) are pledged to secure remaining debt service unpaid by RETT receipts. Debt service for the bonds outstanding were \$2,348,611,000 and \$2,505,186,000 as of December 31, 2025 and 2024, respectively. Total real estate transfer tax funds were approximately \$63,667,000 and \$58,691,000 as of December 31, 2025 and 2024, respectively. The following principal and interest bond payments were made during December 31, 2025 and 2024 (in thousands of dollars):

	<u>Principal</u>	<u>Interest</u>
2025	\$ 53,845	\$ 102,730
2024	50,370	106,205

- Sales Tax Receipts are also pledged to secure the First Lien Series 2010B, 2014, 2020B and 2024A as well as Second Lien Series 2017, 2020A, and 2022A Sales Tax Receipts Revenue Bonds and 2017 Tax-Exempt Note Purchase Agreement (NPA). Sales Tax Receipts secure balances due on the Second Lien Series 2017, 2020A, and 2022A Sales Tax Receipts Revenue Bonds and the 2017 Tax-Exempt Note NPA after satisfying balances due on First Lien Obligations. Debt service for the bonds outstanding were \$4,428,335,000 and \$4,581,109,000 as of December 31, 2025 and 2024, respectively. Total sales tax receipts funds were approximately \$1,204,197,000 and \$1,054,777,000 as of December 31, 2025 and 2024, respectively. The following principal and interest bond payments were made during December 31, 2025 and 2024 (in thousands of dollars):

	<u>2010B</u>			
	<u>Principal</u>	<u>Interest</u>		
2025	\$ 14,930	\$ 27,372		
2024	14,135	28,167		
	<u>2014</u>		<u>2017</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2025	\$ -	\$ -	\$ -	\$ 14,711
2024	555,000	28,597	-	14,711
	<u>2020A</u>		<u>2020B</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2025	\$ -	\$ 16,279	\$ 14,410	\$ 10,194
2024	-	16,279	192,057	16,435
	<u>2022A</u>		<u>2024A</u>	
	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2025	\$ -	\$ 16,923	\$ 6,660	\$ 31,295
2024	-	16,923	-	-

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 9 – BONDS PAYABLE (Continued)

- Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds received from the FTA are pledged to secure the Series 2010, 2011, 2015, 2017, and 2021 FTA Section 5307 Urbanized Area Formula Funds Capital Grant Receipts Revenue Bonds. Debt service for the bonds outstanding were \$107,010,000 and \$131,673,000 as of December 31, 2025 and 2024, respectively. Total Federal Transit Administration Section 5307 Urbanized Area Formula funds were approximately \$176,190,000 and \$1,239,562,000 as of December 31, 2025 and 2024, respectively. The following principal and interest bond payments were made during December 31, 2025 and 2024 (in thousands of dollars):

	2017		2021	
	Principal	Interest	Principal	Interest
2025	\$ 18,970	\$ 1,944	\$ -	\$ 3,749
2024	18,065	2,848	8,475	4,172

- As such, FTA Section 5337 State of Good Repair Federal Funds also received from the FTA are pledged to secure the Series 2010 FTA Section 5309 Fixed Guideway Modernization Capital Grant Receipts Revenue Bonds as well as the Series 2015, 2017, and 2021 FTA Section 5337 State of Good Repair Formula Funds Capital Grant Receipts Revenue Bonds. Debt service for the bonds outstanding were \$50,612,000 and \$79,356,000 as of December 31, 2025 and 2024, respectively. Total Federal Transit Administration Section 5337 State of Good Repair Formula funds were approximately \$258,799,000 and \$202,178,000 as of December 31, 2025 and 2024, respectively. The following principal and interest bond payments were made during December 31, 2025 and 2024 (in thousands of dollars):

	2015 (5337)		2017 (5337)	
	Principal	Interest	Principal	Interest
2025	\$ 14,550	\$ 1,128	\$ 10,635	\$ 1,090
2024	13,855	1,838	10,130	1,597

	2021 (5337)	
	Principal	Interest
2025	\$ 300	\$ 1,041
2024	285	1,055

(Continued)

NOTE 10 – FARE COLLECTION SYSTEM PURCHASE AGREEMENT

In 2011, CTA entered into a purchase agreement to finance a fare collection system. Under the purchase agreement, the CTA will make monthly payments over the ten-year term to finance the design, acquisition and installation of the open standards fare system. As of December 31, 2025 and 2024, there were no future payments to be made by the CTA under the 2011 purchase agreement.

In 2019, CTA entered into a fourth supplement to the 2011 purchase agreement to replace the majority of the fare collection system equipment and software. CTA will make monthly base and variable fee payments for operation and maintenance of the system beginning in January 2025. Amounts due are based on contractual terms and successful delivery and operation of the new system. The payment for such replacement system will be a separate capital cost to be paid in addition to the day to day operation and maintenance.

NOTE 11 – TIFIA LOANS

2014 TIFIA Loan

On April 24, 2014, CTA entered into a definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administrator under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are a part of the Authority's 95th Street Terminal Improvement Project.

This loan contains a provision that in the event of default, all obligations relating to the disbursement of undisbursed Loan amounts shall automatically be deemed terminated. The unpaid principal amount of the loan, together with all interest accrued, fees, costs, expenses, indemnities and other amounts payable under the loan shall automatically become immediately due and payable.

The principal amount of the TIFIA Loan shall not exceed \$79,200,000; provided, the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA, cannot exceed thirty-three percent (33%) of reasonably anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loans and all federal direct or indirect grants, cannot exceed eighty percent (80%) of reasonably anticipated eligible project costs.

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender a registered fare box receipts revenue bonds in the amount of \$79,200,000 dated April 24, 2014 with a maturity date of December 1, 2050 bearing an interest rate of 3.5%, with a loan amortization schedule.

CTA borrowed \$79,200,000 in 2018 and capitalized interest through 2020. Total capitalized interest of \$5,298,000 was added to the principal repayments over the life of the loan.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 11 – TIFIA LOANS (Continued)

The TIFIA loan debt service requirements to maturity are as follows (in thousands of dollars):

	Principal*	Interest	Total
2026	\$ 1,908	\$ 2,601	\$ 4,509
2027	1,975	2,535	4,510
2028	2,044	2,466	4,510
2029	2,116	2,394	4,510
2030	2,190	2,320	4,510
2031 - 2035	12,154	10,395	22,549
2036 - 2040	14,435	8,113	22,548
2041 - 2045	17,145	5,405	22,550
2046 - 2050	20,362	2,188	22,550
Total	\$ 74,329	\$ 38,417	\$ 112,746

* Includes capitalized interest

2015 TIFIA Loan

On February 3, 2015, CTA entered into a definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administrator under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are a part of the Authority's "Your New Blue" capital improvement program.

This loan contains a provision that in the event of default, all obligations relating to the disbursement of undisbursed Loan amounts shall automatically be deemed terminated. The unpaid principal amount of the loan, together with all interest accrued, fees, costs, expenses, indemnities and other amounts payable under the loan shall automatically become immediately due and payable.

The principal amount of the TIFIA Loan shall not exceed \$120,000,000; provided the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA, cannot exceed thirty-three percent (33%) of reasonably anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loans and all federal direct or indirect grants, cannot exceed eighty percent (80%) of reasonably anticipated eligible project costs.

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender two fare box receipts revenue bonds in the amounts of \$42,600,000 with a maturity date of December 1, 2029, bearing an interest rate of 2.02%, and \$77,400,000 with a maturity date of December 1, 2052, bearing an interest rate of 2.31%.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 11 – TIFIA LOANS (Continued)

As of December 31, 2024 CTA had drawn down \$119,520,000 on the 2015 TIFIA loan. Total capitalized interest of \$117,000 was added to the principal repayments over the life of the loan. The payment schedule below (in thousands of dollars) assumes that the entire balance will be drawn down and will require payment. As a result, the payment schedule includes amounts that have not yet been drawn down and that the CTA is not yet obligated to pay.

	<u>Principal*</u>	<u>Interest</u>	<u>Total</u>
2026	\$ 7,048	\$ 2,363	\$ 9,411
2027	7,190	2,221	9,411
2028	7,336	2,075	9,411
2029	7,484	1,927	9,411
2030	-	1,776	1,776
2031 - 2035	-	8,881	8,881
2036 - 2040	-	8,881	8,881
2041 - 2045	29,499	7,549	37,048
2046 - 2050	33,068	3,981	37,049
2051 - 2052	14,321	498	14,819
Total	<u>\$ 105,946</u>	<u>\$ 40,152</u>	<u>\$ 146,098</u>

* Includes capitalized interest

2016 TIFIA Loan

On March 30, 2016, CTA entered into a third definitive loan agreement with the United States Department of Transportation (USDOT), an agency of the United States of America, acting by and through the Federal Highway Administration under the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program to finance certain projects that are part of the Authority's Rail Car Purchase Program.

This loan contains a provision that in the event of default, all obligations relating to the disbursement of undisbursed Loan amounts shall automatically be deemed terminated. The unpaid principal amount of the loan, together with all interest accrued, fees, costs, expenses, indemnities and other amounts payable under the loan shall automatically become immediately due and payable.

The aggregate principal amount of the loan shall not exceed \$254,930,000, (excluding any interest that is capitalized in accordance with the terms of the loan); provided, however, in no event shall the maximum principal amount of the TIFIA loan disbursed by the USDOT, together with the amount (excluding any interest that is capitalized) of any other credit assistance provided under TIFIA Act, cannot exceed thirty-three percent (33%) of reasonable anticipated eligible project costs. Further, total federal funding, inclusive of the TIFIA loan and all federal direct or indirect grants, shall not exceed eighty percent (80%) of reasonably eligible project costs.

As evidence of CTA's obligation to repay the TIFIA Loan, CTA has issued to the lender registered receipts revenue bonds in the aggregate principal amount not to exceed \$254,930,000, comprising two (2) tranches in the principal amounts of \$147,018,000 ("Tranche A-1") and \$107,912,000 ("Tranche A-2") and bearing an interest rate of 2.64%, with corresponding loan amortization schedules for each tranche. The final maturity date for the Tranche A-1 is December 1, 2049 and the earlier of (a) the last semi-annual payment date occurring no later than thirty-four (34) years from the substantial completion date and (b) December 1, 2056.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 11 – TIFIA LOANS (Continued)

As of December 31, 2025 no drawdown had occurred on the 2016 TIFIA loan. No balance is presented for this loan on the Statements of Net Position as of December 31, 2025 or 2024.

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES

General Information about the Retirement Plan for Chicago Transit Authority Employees

Plan Description. The CTA participates in a single employer defined benefit pension plan covering substantially all full-time permanent union and non-union employees. The Retirement Plan for Chicago Transit Authority Employees (the Employees’ Plan) is governed by Illinois state statute (40 ILCS 5/22-101). Substantially all non-temporary, full-time employees who have completed one year of continuous service (“Service”) participate in the Employees’ Plan. The Employees’ Plan issues a separate stand-alone financial report which is available at <http://www.ctaretirement.org/index.asp>.

Contributions. Prior to 2008, contribution requirements of the Employees’ Plan were governed by collective bargaining agreements. After 2008, contribution requirements are governed by Illinois state statute (40 ILCS 5/22-101).

Actual contributions made to the Employees’ Plan during the years ended December 31, 2025 and 2024 are as follows (in thousands of dollars):

	Employees' Plan	
	2025	2024
Employer contributions	\$ 170,319	\$ 165,254
Employee contributions	108,682	105,769
Total	\$ 279,001	\$ 271,023
	Employees' Plan	
	2025	2024
Employer contribution rate	21.590%	21.590%
Employee contribution rate	13.795%	13.795%

Benefit terms. Substantially all non-temporary, full-time employees who have completed one year of continuous service (“Service”) participate in the Employee Plan. Employees are entitled to annual pension benefits upon normal retirement at age 65, in an amount generally based on a percentage, not to exceed 70% of their average annual compensation in the highest four of the 10 preceding years. For employees retiring on or after January 1, 2001, the percentage is 2.15% multiplied by the employee’s number of continuous years of participating service. The Employee Plan permits early retirement at age 55 with three years of service, generally with reduced benefits. However, in the event of early retirement by an employee who has 25 years or more of continuous service, regardless of their age, benefits will not be reduced. In accordance with Public Act 095-0708, for all employees hired on or after January 18, 2008, eligibility for an unreduced pension benefit has changed to age 64 with 25 years of service and early retirement is age 55 with 10 years of service. Benefits are paid monthly equal to one-twelfth of the annual benefit for the retiree’s lifetime. Married employees can elect to receive their pension benefits in the form of a joint and survivor option. In addition to retirement benefits, the Employee Plan also provides disability and death benefits.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Employees covered by the benefit terms. The following participants were covered by the benefit terms as of January 1, 2024 and January 1, 2023:

	<u>Employees' Plan</u>
<i>Participants as of January 1, 2024</i>	
Retirees and beneficiaries currently receiving benefits	10,837
Terminated employees entitled to but not yet receiving benefits	109
Active plan members	<u>7,734</u>
Total	<u><u>18,680</u></u>
<i>Participants as of January 1, 2023</i>	
Retirees and beneficiaries currently receiving benefits	10,741
Terminated employees entitled to but not yet receiving benefits	150
Active plan members	<u>7,409</u>
Total	<u><u>18,300</u></u>

Net Pension Liability

The CTA’s net pension liability was measured as of December 31, 2024 and 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2024 and 2023.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Actuarial assumptions and calculations. The total pension liability was determined using the following actuarial assumptions, applied to the periods included in the measurement:

January 1, 2025 Actuarial Valuation	Employee Plan
Actuarial valuation date	January 1, 2024
Measurement date	December 31, 2024. Census data was collected as of January 1, 2024. Liabilities measured as of the census date were projected to December 31, 2024, assuming no demographic gains or losses.
Investment return	8.25% per annum, compounded annually, including inflation, net of expenses
Inflation	2.44% per annum
Salary increases	Service graded table starting at 25% with 3.75% ultimate rate after 5 years of service
Future ad hoc benefit increases	None assumed
Mortality	SOA Pub-2010 General Below Median Amount Weighted Mortality Table with Improvement Scale MP-2021 with a 13% increase adjustment for female participants
Early retirement age	Employees hired before January 17, 2008, can retire at age 55 with reduced benefits. However, if the employee has 25 years or more of continuous service, regardless of age, the employee can retire with full benefits. Employees hired after January 17, 2008, are eligible for an unreduced pension benefit at age 64 with 25 years of service.
Normal retirement age	65
Actuarial cost method	Entry age normal - level percentage of pay
Asset valuation method	5-year smoothed actuarial value of assets
Experience study	The actuarial assumptions used were based on the results of an actuarial experience study for the period January 1, 2018 through December 31, 2022.

Since the January 1, 2024 valuation, the assumption for earnings on plan net assets was decreased from 8.25% to 7.75%. This change increased the Plan’s actuarial accrued liability by approximately \$178 million.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Employee Plan	
<i>January 1, 2024 Actuarial Valuation</i>	
Actuarial valuation date	January 1, 2023
Measurement date	December 31, 2023. Census data was collected as of January 1, 2023. Liabilities measured as of the census date were projected to December 31, 2023, assuming no demographic gains or losses.
Investment return	8.25% per annum, compounded annually, including inflation, net of expenses
Inflation	3.10% per annum
Salary increases	Service graded table starting at 25% with 3.75% ultimate rate after 5 years of service
Future ad hoc benefit increases	None assumed
Mortality	SOA Pub-2010 Below Median Amount Weighted Mortality Table with Improvement Scale MP-2021
Early retirement age	Employees hired before January 17, 2008, can retire at age 55 with reduced benefits. However, if the employee has 25 years or more of continuous service, regardless of age, the employee can retire with full benefits. Employees hired after January 17, 2008, are eligible for an unreduced pension benefit at age 64 with 25 years of service.
Normal retirement age	65
Actuarial cost method	Entry age normal - level percentage of pay
Asset valuation method	5-year smoothed actuarial value of assets
Experience study	The actuarial assumptions used were based on the results of an actuarial experience study for the period January 1, 2018 through December 31, 2022.

From 2023 to 2024, the inflation rate decreased from 3.10% per annum to 2.44% per annum.

From 2022 to 2023, the salary increases service graded table changed from 11% with 3.5% ultimate rate after 5 years of service to 25% with 3.75% ultimate rate after 5 years of service. From 2022 to 2023, the mortality table changed from SOA Public Mortality General Below Median generational with Improvement Scale MP-2018 to SOA Pub-2010 Below Median Amount Weighted Mortality Table with Improvement Scale MP-2021. Additional updated assumptions included termination rates, retirement rates, disability rates, mortality, form of payment, marital percentage and active participant counts and new entrant profiles for projections.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Best estimates of arithmetic real rates of return for each major asset class included in the Employees’ Plan target asset allocation as of January 1, 2025 and 2024 are summarized in the following tables (note that the rates shown below include the inflation components):

	Employees’ Plan			
	December 31, 2024		December 31, 2023	
	Target Allocation	Estimate of expected long-term rate of return	Target Allocation	Estimate of expected long-term rate of return
Fixed income	15%	4.77%	15%	4.45%
Domestic equities	30%	7.38%	30%	6.42%
International equities	26%	7.31%	26%	7.07%
Venture capital and partnerships	10%	8.36%	10%	7.96%
Real estate	12%	6.24%	12%	5.85%
Infrastructure	7%	7.79%	7%	7.71%

The long-term expected rate of returns on pension plan investments were determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of returns by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Discount rate. The discount rate used to measure the total pension liability was 8.25% for both 2025 and 2024. The projection of cash flows used to determine the discount rate assumed that Employees’ Plan members and employer contributions will continue to follow the current funding policy. Based on those assumptions, the Employees’ Plan fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Changes in Net Pension Liability (in thousands of dollars):

	Employees' Plan		
	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Balance at January 1, 2022	\$ 3,924,018	\$ 1,901,932	\$ 2,022,086
Change for the year:			
Service cost	53,770	-	53,770
Interest	314,619	-	314,619
Difference between expected and actual experience	36,007	-	36,007
Changes in assumptions	-	-	-
Benefit payments	(335,098)	(335,098)	-
Contributions - Employer	-	146,696	(146,696)
Contributions - Employee	-	94,306	(94,306)
Net investment income, net of expenses	-	185,369	(185,369)
Administrative expenses	-	(2,439)	2,439
Net changes	<u>69,298</u>	<u>88,834</u>	<u>(19,536)</u>
Balance at December 31, 2023	3,993,316	1,990,766	2,002,550
Change for the year:			
Service cost	57,410	-	57,410
Interest	320,238	-	320,238
Difference between expected and actual experience	62,719	-	62,719
Changes in assumptions	(28,939)	-	(28,939)
Benefit payments	(344,948)	(344,948)	-
Contributions - Employer	-	165,254	(165,254)
Contributions - Employee	-	105,769	(105,769)
Net investment income, net of expenses	-	153,145	(153,145)
Administrative expenses	-	(2,617)	2,617
Net changes	<u>66,480</u>	<u>76,603</u>	<u>(10,123)</u>
Balance at December 31, 2024	<u>\$ 4,059,796</u>	<u>\$ 2,067,369</u>	<u>\$ 1,992,427</u>
Plan fiduciary net position as a percentage of the total net pension liability - 12/31/24			50.92%
Plan fiduciary net position as a percentage of the total net pension liability - 12/31/23			49.85%

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

Sensitivity of the net pension liability to changes in discount rate. The following presents the net pension liability of the Employees’ Plan, calculated using the discount rate of 8.25%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (7.25%) or 1-percentage-point higher (9.25%) than the current rate (in thousands of dollars):

	Employees' Plan		
	1% Decrease (7.25%)	Current Discount Rate (8.25%)	1% Increase (9.25%)
Employees' Plan net pension liability - 2025	\$ 2,369,159	\$ 1,992,427	\$ 1,668,707
Employees' Plan net pension liability - 2024	2,375,022	2,002,550	1,682,855

Pension plan fiduciary net position. Detailed information about the pension plan’s fiduciary net position is available in the separately issued CTA Employees’ Retirement Plan financial report.

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions.

For the years ended December 31, 2025 and 2024, CTA recognized pension expense of \$188,678,000 and \$178,760,000, respectively. At December 31, 2025 and 2024, CTA reported net deferred outflows of resources related to pensions from the following sources:

	Employees' Plan 2025	
	Deferred Outflow of Resources (in thousands)	Deferred Inflow of Resources (in thousands)
Difference between project and actual earnings on pension plan	\$ 98,315	\$ -
Difference between expected and actual experience	74,764	-
Changes in assumptions	-	21,631
Employer contribution made after measurement date	170,319	-
Balance as of December 31, 2025	\$ 343,398	\$ 21,631

	Employees' Plan 2024	
	Deferred Outflow of Resources (in thousands)	Deferred Inflow of Resources (in thousands)
Difference between project and actual earnings on pension plan	\$ 129,328	\$ -
Difference between expected and actual experience	55,667	-
Changes in assumptions	-	-
Employer contribution made after measurement date	165,254	-
Balance as of December 31, 2024	\$ 350,249	\$ -

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 12 – EMPLOYEES’ RETIREMENT PLAN PENSION DISCLOSURES (Continued)

CTA reported \$170,319,000 and \$165,254,000 as deferred outflows of resources related to pensions resulting from contributions paid subsequent to the measurement date and will be recognized as a reduction of the net pension liability for the years ended December 31, 2025 and 2024, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in the pension expense as follows:

<u>Year Ended December 31:</u>	Employees' Plan	
	2025	2024
	Amortization per year (in thousands)	Amortization per year (in thousands)
2025	\$ -	\$ 65,196
2026	60,343	50,213
2027	86,188	76,058
2028	3,024	(6,472)
2029	1,893	-
Total Amortization	\$ 151,448	\$ 184,995

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES

GASB Statements No. 68 *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27* and No.71 *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68*

General Information about the Supplemental Plans

Plan Description. The CTA also maintains separate single employer, defined benefit pension plans for selected individuals. The supplemental retirement plans provide benefits to employees of the CTA in certain employment classifications. The supplemental retirement plans consist of the: (1) closed board member plan (Board) (2) closed (Non-Qualified) supplemental plan for members that retired or terminated employment before March 2005, including early retirement incentive, and (3) closed (Qualified) supplemental plan for active employees and members retiring after March 2005. All plans are closed to new entrants. CTA received qualification under Section 401(a) of the Internal Revenue Code for the supplemental plan and established a qualified trust during 2005 for members retiring after March 2005 (Qualified Supplemental Retirement Plan). The Qualified Supplemental Retirement Plan is reported in a fiduciary fund, whereas the activities for the Non-Qualified and Board plans are included in the financial statements of the CTA’s business-type activities. There are no separate stand-alone financial reports issued for any of the Supplemental Plans.

Each of the Supplemental plans are administered by the Employee Retirement Review Committee (ERRC) of the CTA, whose members are appointed by the Board of Directors of the CTA, which retains oversight of the plan administration. The plans are each established by CTA ordinances, which grant the ERRC operational authority and can be modified by the CTA Board. The Board and Non-Qualified plans do not have assets accumulated in a trust.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Contributions. The Board and Non-Qualified plans are administered on a pay as you go basis. The CTA contributes to the Qualified plan based on an actuarially determined rate recommended by an independent actuary. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by plan members during the year, with an additional amount to finance any unfunded accrued liability.

The CTA’s annual pension cost for the current year and related information for fiscal years ended December 31, 2025 and 2024 for each plan are as follows (in thousands of dollars):

	Qualified Supplemental	Non-Qualified Supplemental	Board Plan
Actual 2025 contributions:			
CTA	\$1,394	\$1,771	\$358
Plan members	\$0	\$0	\$0
Actual 2024 contributions:			
CTA	\$1,534	\$1,792	\$360
Plan members	\$0	\$0	\$0

Benefit Terms.

Qualified and Non-Qualified Plans: Employees of the CTA in certain employment classifications established by Board ordinance are eligible to participate based on age and service credit, generally as follows: at age 65, at age 55 with three years of pensionable service or with twenty-five years of pensionable service. Disability and death benefits are provided to employees.

Benefits are based on the highest average annual compensation (“AAC”) over any four calendar years out of the final ten years prior to retirement. For normal retirement and disability retirees, the benefit is the lesser of 1% of AAC per year of service or the excess of 75% of AAC over the benefit payable under the Retirement Plan for CTA Employees. For early retirees, the benefit is the lesser of 1% of AAC per year of service or the excess of 75% of AAC multiplied by the ratio of service completed at early retirement to service projected to age 65 over the benefit payable under the Retirement Plan for CTA Employees, with this benefit commencing at age 65. Benefits can commence prior to age 65 under certain conditions, generally as follows: any time after age 55 with a 5% reduction for each year under age 65 or with twenty-five years of service with no reduction. A minimum benefit is payable to an employee under normal, early or disability retirement equal to one-sixth of 1% of AAC multiplied by years of service limited to a maximum of 5% of AAC, with the minimum benefit commencing at early retirement. Termination benefits available to employees who complete ten years of service are as follows: the lesser of 1% of AAC per year of service or the excess of 75% of AAC over the benefit payable under the Retirement Plan for CTA Employees, with the benefit commencing at age 65.

Qualified and Non-Qualified participants who retire on or after February 1, 1984 may receive credit for service with certain other governmental agencies, if satisfying certain conditions and making required application and contributions. In addition to the increased supplemental benefits attributable to such “bridged” service, the Supplemental Plan is responsible for paying any additional benefits that the employees would be eligible for under the Retirement Plan for CTA Employees had they received this additional bridged service under both plans.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Board Plan: Individuals appointed to the Chicago Transit Board are eligible to participate based on age and service credit, generally as follows: at age 65 with completion of two years of service or at age 50 with completion of five years of service.

Benefits are based, generally, on provisions of the Retirement Plan for CTA Employees and the Supplemental Plan, to provide benefits to members of the Board comparable to what they would receive if employees of the CTA participating in those plans – with certain additional conditions and provisions, including specified minimum benefits, intended to take into account the anticipated periods of service by individuals as members of the Board.

Participants in the Board Plan may receive credit for service with certain other governmental agencies, if satisfying certain conditions and making required application and contributions – generally on terms similar to those applying to Qualified and Non-Qualified Plan participants receiving credit for bridged service.

Employees covered by the benefit terms. The following participants were covered by the benefit terms as of January 1, 2026 and January 1, 2025:

	<u>Qualified</u>	<u>Non-Qualified</u>	<u>Board</u>	<u>Total</u>
<i>Participants as of January 1, 2026</i>				
Retirees and beneficiaries currently receiving benefits	127	208	16	351
Terminated employees entitled to but not yet receiving benefits	7	2	5	14
Active plan members	<u>2</u>	<u>-</u>	<u>-</u>	<u>2</u>
Total	<u><u>136</u></u>	<u><u>210</u></u>	<u><u>21</u></u>	<u><u>367</u></u>
<i>Participants as of January 1, 2025</i>				
Retirees and beneficiaries currently receiving benefits	126	225	17	368
Terminated employees entitled to but not yet receiving benefits	9	2	5	16
Active plan members	<u>4</u>	<u>-</u>	<u>-</u>	<u>4</u>
Total	<u><u>139</u></u>	<u><u>227</u></u>	<u><u>22</u></u>	<u><u>388</u></u>

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Net Pension Liabilities

Actuarial assumptions and calculations. The total pension liabilities in the December 31, 2025 and 2024 actuarial valuation were determined using the following actuarial assumptions, applied to the periods included in the measurement:

2025 Actuarial Assumptions

Actuarial valuation date	December 31, 2025
Measurement date	December 31, 2025
Investment return	
Qualified	6.75% per year
Non-Qualified and Board	4.83%
Inflation	2.50%
Salary increases	3.50% per year
Future ad hoc benefit increases	0.00% per year
Mortality	PubG-2010 base rates projected fully generationally using Scale MP2021
Early retirement age	
Qualified and Non-Qualified	55 with completion of three years of pensionable service. For employees hired before January 1, 2000, with 25 years of service, there is no age requirement.
Normal retirement age	
Qualified and Non-Qualified	65 with completion of three years of service
Board	65 with completion of two years of service or age 50 with completion of five years of service
Actuarial cost method	Entry Age Normal

2024 Actuarial Assumptions

Actuarial valuation date	December 31, 2024
Measurement date	December 31, 2024
Investment return	
Qualified	6.75% per year
Non-Qualified and Board	4.08%
Inflation	2.50%
Salary increases	3.50% per year
Future ad hoc benefit increases	0.00% per year
Mortality	PubG-2010 base rates projected fully generationally using Scale MP2021
Early retirement age	
Qualified and Non-Qualified	55 with completion of three years of pensionable service. For employees hired before January 1, 2000, with 25 years of service, there is no age requirement.
Normal retirement age	
Qualified and Non-Qualified	65 with completion of three years of service
Board	65 with completion of two years of service or age 50 with completion of five years of service
Actuarial cost method	Entry Age Normal

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Changes in assumptions from 2024-2025 include: investment return increase for the Non-Qualified and Board Plans from 4.08% to 4.83%.

Changes in assumptions from 2023-2024 include: investment return increase for the Non-Qualified and Board Plans from 3.77% to 4.08%.

Best estimates of arithmetic real rates of return over a ten-year investment horizon for each major asset class included in the Supplemental Plans target asset allocation as of December 31, 2025 and 2024 are summarized in the following tables (note that the rates shown below include the inflation components):

	2025	2025	2024	2024
	Target	Estimate of	Target	Estimate of
	Allocation	Expected	Allocation	Expected
		Rate of		Rate of
		Return		Return
U.S. Large Size Company Equities	20.0%	7.0%	20.0%	7.1%
U.S. Mid Size Company Equities	5.0%	7.4%	5.0%	7.5%
U.S. Small Size Company Equities	5.0%	7.9%	5.0%	8.0%
Developed Non-U.S. Size Company Equities	15.0%	7.1%	15.0%	7.2%
Emerging Markets Company Equities	5.0%	7.8%	5.0%	7.8%
Total Equities	<u>50.0%</u>		<u>50.0%</u>	
U.S. Fixed Income	30.0%	4.6%	30.0%	5.0%
Total Fixed Income	<u>30.0%</u>		<u>30.0%</u>	
Real Estate	10.0%	6.6%	10.0%	5.8%
Total Real Estate	<u>10.0%</u>		<u>10.0%</u>	
Open-End Private Equity	10.0%	10.0%	10.0%	10.0%
Total Private Equity	<u>10.0%</u>		<u>10.0%</u>	
Total Assets	<u>100.0%</u>		<u>100.0%</u>	

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected long-term future real rates of return over the projected investment horizon (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected long-term future real rates of return by the target asset allocation percentage and by adding expected inflation.

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NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Discount rate. The discount rates used to measure the total pension liabilities in 2025 were 6.75% for the Qualified and 4.83% for the Non-Qualified and Board. The Qualified discount rate of 6.75% is the same rate that was used to measure the total pension liabilities as of December 31, 2024. The Non-Qualified and Board discount rate of 4.83% is a change from 4.08% that was used to measure the total pension liabilities as of December 31, 2024. The projection of cash flows used to determine the discount rate assumed that the System's contributions will continue to follow the current funding policy. Based on those assumptions, the System's Qualified Plans fiduciary net position was projected to be available to make all projected future benefit payments of current plan members.

Discount rate. The discount rates used to measure the total pension liabilities in 2024 were 6.75% for the Qualified and 4.08% for the Non-Qualified and Board. The Qualified discount rate of 6.75% is the same rate that was used to measure the total pension liabilities as of December 31, 2023. The Non-Qualified and Board discount rate of 4.08% is a change from 3.77% that was used to measure the total pension liabilities as of December 31, 2023. The projection of cash flows used to determine the discount rate assumed that the System's contributions will continue to follow the current funding policy. Based on those assumptions, the System's Qualified Plans fiduciary net position was projected to be available to make all projected future benefit payments of current plan members.

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Changes in Net Pension Liabilities (in thousands of dollars):

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Qualified			
Balance as of December 31, 2023	\$ 38,754	\$ 32,344	\$ 6,410
Change for the year:			
Service cost	32	-	32
Interest	2,481	-	2,481
Differences between expected and actual experience	113	-	113
Changes in assumptions	-	-	-
Benefit payments	(3,692)	(3,692)	-
Refunds of member contributions	-	-	-
Contributions - Employer	-	1,534	(1,534)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	2,803	(2,803)
Administrative expenses	-	(155)	155
Net changes	<u>(1,066)</u>	<u>490</u>	<u>(1,556)</u>
Balance as of December 31, 2024	<u>\$ 37,688</u>	<u>\$ 32,834</u>	<u>\$ 4,854</u>
Change for the year:			
Service cost	15	-	15
Interest	2,408	-	2,408
Differences between expected and actual experience	79	-	79
Changes in assumptions	-	-	-
Benefit payments	(3,729)	(3,729)	-
Refunds of member contributions	-	-	-
Contributions - Employer	-	1,394	(1,394)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	4,670	(4,670)
Administrative expenses	-	(158)	158
Net changes	<u>(1,227)</u>	<u>2,177</u>	<u>(3,404)</u>
Balance as of December 31, 2025	<u>\$ 36,461</u>	<u>\$ 35,011</u>	<u>\$ 1,450</u>

Plan fiduciary net position as a percentage of the total pension liability - 2025	96.02%
Plan fiduciary net position as a percentage of the total pension liability - 2024	87.12%

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Changes in Net Pension Liabilities (in thousands of dollars):

	Increase (Decrease) <u>Total Pension Liability</u>
<i>Non-Qualified</i>	
Balance as of December 31, 2023	\$ 15,295
Change for the year:	
Service cost	-
Interest	540
Differences between expected and actual experience	(63)
Changes in assumptions	(277)
Benefit payments	(1,792)
Contributions - Employer	-
Contributions - Employee	-
Net investment income, net of expenses	-
Administrative expenses	-
Net changes	<u>(1,592)</u>
Balance as of December 31, 2024	<u>\$ 13,703</u>
Change for the year:	
Service cost	-
Interest	520
Differences between expected and actual experience	118
Changes in assumptions	(569)
Benefit payments	(1,771)
Contributions - Employer	-
Contributions - Employee	-
Net investment income, net of expenses	-
Administrative expenses	-
Net changes	<u>(1,702)</u>
Balance as of December 31, 2025	<u>\$ 12,001</u>
Plan fiduciary net position as a percentage of the total pension liability - 2025	0.00%
Plan fiduciary net position as a percentage of the total pension liability - 2024	0.00%

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Changes in Net Pension Liabilities (in thousands of dollars):

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Board			
Balance as of December 31, 2023	\$ 4,481	\$ 125	\$ 4,356
Change for the year:			
Service cost	-	-	-
Interest	162	-	162
Differences between expected and actual experience	62	-	62
Changes in assumptions	(122)	-	(122)
Benefit payments	(360)	(360)	-
Contributions - Employer	-	360	(360)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	-	-
Administrative expenses	-	-	-
Net changes	<u>(258)</u>	<u>-</u>	<u>(258)</u>
Balance as of December 31, 2024	<u>\$ 4,223</u>	<u>\$ 125</u>	<u>\$ 4,098</u>
Change for the year:			
Service cost	-	-	-
Interest	164	-	164
Differences between expected and actual experience	51	-	51
Changes in assumptions	(256)	-	(256)
Benefit payments	(358)	(358)	-
Contributions - Employer	-	358	(358)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	-	-
Administrative expenses	-	-	-
Net changes	<u>(399)</u>	<u>-</u>	<u>(399)</u>
Balance as of December 31, 2025	<u>\$ 3,824</u>	<u>\$ 125</u>	<u>\$ 3,699</u>
Plan fiduciary net position as a percentage of the total pension liability - 2025			3.26%
Plan fiduciary net position as a percentage of the total pension liability - 2024			2.95%

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Changes in Net Pension Liabilities (in thousands of dollars):

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Total			
Balance as of December 31, 2023	\$ 58,529	\$ 32,468	\$ 26,061
Change for the year:			
Service cost	32	-	32
Interest	3,183	-	3,183
Differences between expected and actual experience	112	-	112
Changes in assumptions	(399)	-	(399)
Benefit payments	(5,844)	(5,844)	-
Contributions - Employer	-	3,686	(3,686)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	2,803	(2,803)
Administrative expenses	-	(155)	155
Net changes	<u>(2,916)</u>	<u>490</u>	<u>(3,406)</u>
Balance as of December 31, 2024	<u>\$ 55,613</u>	<u>\$ 32,958</u>	<u>\$ 22,655</u>
Change for the year:			
Service cost	15	-	15
Interest	3,092	-	3,092
Differences between expected and actual experience	248	-	248
Changes in assumptions	(825)	-	(825)
Benefit payments	(5,858)	(5,858)	-
Contributions - Employer	-	3,523	(3,523)
Contributions - Employee	-	-	-
Net investment income, net of expenses	-	4,670	(4,670)
Administrative expenses	-	(158)	158
Net changes	<u>(3,328)</u>	<u>2,177</u>	<u>(5,505)</u>
Balance as of December 31, 2025	<u>\$ 52,285</u>	<u>\$ 35,135</u>	<u>\$ 17,150</u>
Plan fiduciary net position as a percentage of the total pension liability - 2025			67.20%
Plan fiduciary net position as a percentage of the total pension liability - 2024			59.26%

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Sensitivity of the net pension liability to changes in discount rate. The following presents the net pension liability of the Qualified, Non-qualified, and Board plans, calculated using the discount rates disclosed above for each plan, as well as what each plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage point higher than the current rate (in thousands of dollars):

Plan	1% Decrease	Current Discount Rate	1% Increase
Qualified Discount Rate			
Qualified Plan - 2025 - 6.75%	\$ 4,443	\$ 1,450	\$ (1,148)
Qualified Plan - 2024 - 6.75%	8,001	4,854	2,130
Non-Qualified Discount Rate			
Non-Qualified Plan - 2025 - 4.83%	\$ 12,771	\$ 12,001	\$ 11,317
Non-Qualified Plan - 2024 - 4.08%	14,638	13,703	12,877
Board Discount Rate			
Board Plan - 2025 - 4.83%	\$ 4,047	\$ 3,699	\$ 3,400
Board Plan - 2024 - 4.08%	4,513	4,098	3,744

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions.

For the years ended December 31, 2025 and 2024, CTA recognized pension expense and reported deferred outflows and inflows of resources related to pensions from the following sources (in thousands of dollars):

	December 31, 2025		
	Qualified	Non-Qualified	Board
Pension expense	\$ 440	\$ 70	\$ (40)
Deferred Inflows of Resources			
Net difference between projected and actual earnings on pension plan:	\$ (1,750)	\$ -	\$ -
Total Deferred Inflows	\$ (1,750)	\$ -	\$ -

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

	<i>December 31, 2024</i>		
	<u>Qualified</u>	<u>Non-Qualified</u>	<u>Board</u>
<i>Pension expense</i>	\$ 909	\$ 200	\$ 102
<i>Deferred Outflows of Resources</i>			
Net difference between projected and actual earnings on pension plan:	\$ 700	\$ -	\$ -
 <i>Total Deferred Outflows</i>	 \$ 700	 \$ -	 \$ -

CTA did not report a deferred outflow of resources related to pensions resulting from contributions paid subsequent to the measurement dates for any Supplemental Plan for December 31, 2025 and 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in the pension expense as follows for December 31, 2025 and 2024 (in thousands of dollars):

<u>Year Ended December 31:</u>	<i>December 31, 2025</i>		
	<u>Qualified</u>	<u>Non-Qualified</u>	<u>Board</u>
2026	\$ 321	\$ -	\$ -
2027	(913)	-	-
2028	(649)	-	-
2029	(509)	-	-
Total Amortization	\$ (1,750)	\$ -	\$ -

<u>Year Ended December 31:</u>	<i>December 31, 2024</i>		
	<u>Qualified</u>	<u>Non-Qualified</u>	<u>Board</u>
2025	\$ 415	\$ -	\$ -
2026	830	-	-
2027	(404)	-	-
2028	(141)	-	-
Total Amortization	\$ 700	\$ -	\$ -

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

GASB Statements No. 67 *Financial Reporting for Pensions Plans—an amendment of GASB Statement No. 25 Investments*. The Board and Non-Qualified plans are administered on a pay as you go basis. The Non-Qualified plan does not have any associated assets. The Board plan has a limited reserve held in cash or cash equivalents, which is not actively managed or associated with an investment policy. The Qualified plan’s investment policy is established and may be amended by the CTA’s Employment Retirement Review Committee. The primary objective of the policy is to provide a documented structure for the implementation of investment strategies which suggests the highest probability of maximizing the level of investment return within acceptable parameters for the total Fund’s volatility and risk.

For the years ended December 31, 2025 and 2024, the annual money-weighted rate of return on Qualified plan assets, net of pension plan investment expense, was 14.17% and 8.43%, respectively. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Actuarial assumptions: The total pension liability was determined by an actuarial valuation as of December 31, 2025 and 2024, using the following actuarial assumptions, applied to all periods included in the measurement:

	December 31, 2025	December 31, 2024
Inflation	2.50% per year	2.50% per year
Salary increases	3.50% per year	3.50% per year
Investment rate of return (Discount rate)		
Qualified Plan	6.75% per year	6.75% per year
Non-Qualified and Board Plan	4.83% per year	4.08% per year

Mortality rates were based on the PubG-2010 base rates projected fully generationally using Scale MP2021 for the years ended December 31, 2025 and 2024.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return over the projected investment horizon (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the pension plan’s target asset allocation as of December 31, 2025 and 2024 (see the discussion of the pension plan’s investment policy). The 4.83% and 4.08% rates used for the Non-qualified and Board plans represents the 20-year municipal bond rate as determined by the 20-year bond buyer index as of December 31, 2025 and 2024, respectively.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 13 – SUPPLEMENTAL PLANS PENSION DISCLOSURES (Continued)

Summary (in thousands of dollars):

	December 31, 2025		
	Employees' Plan	Supplemental Plan	Total
Net Pension Liability	\$ 1,992,427	\$ 17,150	\$ 2,009,577
Deferred Outflows of Resources	343,398	-	343,398
Deferred Inflows of Resources	21,631	1,750	23,381
Pension Expense	188,678	470	189,148
	December 31, 2024		
	Employees' Plan	Supplemental Plan	Total
Net Pension Liability	\$ 2,002,550	\$ 22,655	\$ 2,025,205
Deferred Outflows of Resources	350,249	700	350,949
Pension Expense	178,760	1,211	179,971

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS

Plan Descriptions – Other Postemployment Benefits (OPEB)

Employees' Plan – Retiree Healthcare Benefits: In accordance with Public Act 95-708, all retiree healthcare benefits are to be paid from the Retiree Health Care Trust (RHCT), a single employer defined benefit plan. The RHCT was established in May 2008 and began paying for all retiree healthcare benefits in February 2009. For financial reporting purposes, the postemployment healthcare benefits are considered, in substance, a postemployment healthcare plan administered by the RHCT. Members are eligible for health benefits based on their age and length of service with CTA. The legislation provides that CTA will have no future responsibility for retiree healthcare costs. The RHCT issues a separate stand-alone financial report which is available at <http://www.ctaretirement.org/index.asp>.

Supplemental and Board Plans – Retiree Healthcare Benefits: Employees of the CTA in certain employment classifications are eligible to participate in the supplemental retirement plan, a single employer defined benefit plan. Members of the Supplemental Plan with bridged service or service purchased through the Voluntary Termination Program are eligible for Supplemental Healthcare benefits if they retired under the Supplemental Plan and do not immediately qualify for healthcare benefits under the CTA RHCT. Supplemental Healthcare Plan benefits are administered through the CTA's healthcare program covering active members. Supplemental healthcare benefits cease when the member becomes eligible for healthcare coverage under the RHCT. Certain members not eligible for benefits under the RHCT will continue to receive benefits through the CTA's healthcare program covering active members. The benefits are dependent on the amount of bridged service and the amount of service at the CTA that is credited in the Employees Plan.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS (Continued)

Chicago Transit Board members participate in a separate Board Member Retirement Plan, a single employer defined benefit plan, and a Supplemental Plan. Board members with greater than five years of service are eligible for healthcare benefits immediately after termination or retirement.

The Supplemental and Board Plans do not issue separate stand-alone financial reports and do not have assets accumulated in a trust.

GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

Covered Participants – The following participants were covered by the benefit terms as of January 1, 2025 and January 1, 2024:

	<u>Supplemental & Board Plans</u>
<i>Participants as of January 1, 2025</i>	
Retirees and beneficiaries currently receiving benefits	36
Terminated employees entitled to but not yet receiving benefits	4
Active plan members	-
	-
Total	40
 <i>Participants as of January 1, 2024</i>	
Retirees and beneficiaries currently receiving benefits	38
Terminated employees entitled to but not yet receiving benefits	4
Active plan members	-
	-
Total	42

Contributions – Funding for the Supplemental and Board Retiree Healthcare Plans are on a pay-as-you-go basis. For the years ended December 31, 2025 and 2024, there were no remaining active plan members. Retirees also make monthly contributions to the healthcare plan. Such contributions are determined annually by the plan administrator based on expected annual cost.

Total OPEB Liability – CTA’s total OPEB liability was measured as of December 31, 2025 and 2024 and the total OPEB liability was determined by an actuarial valuation as of those dates.

Actuarial Assumptions – Projection of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the type of benefits provided at the time of each valuation and the historical pattern of sharing 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.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS (Continued)

Actuarial valuations were performed for the OPEB Plan as of December 31, 2025 and 2024. The following table shows a summary of significant actuarial assumptions:

2025 Actuarial Assumptions

Actuarial valuation date	December 31, 2025
Measurement date	December 31, 2025
Discount rate	4.83%
Inflation	2.50%
Salary increases	5.50%
Investment return	4.83%
Health care cost trend rate	Starts with 6.75% in year 2026 and goes down to 5.00% in year 2033 and after.
Mortality	PubG-2010 base rates projected fully generationally using Scale MP2021
Future participation	For future eligible retirees, 100% are assumed to elect medical coverage.
Dependent coverage	85% of employees were assumed to have spouses. Females were assumed to be 3 years younger than males. Of those covered under the VTP healthcare provisions, 15.0% are assumed to elect single coverage and 85.0% are assumed to elect single and dependent coverage. Supplemental deferred vested members are assumed to elect single and dependent coverage. 50% of Board deferred vested members are assumed to elect single coverage and 50% are assumed to elect single and dependent coverage. 50% of spouses covered under the healthcare plan during retirement are assumed to continue coverage after the death of the retiree.
Actuarial cost method	Entry Age Normal Actuarial Cost Method

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CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS (Continued)

2024 Actuarial Assumptions

Actuarial valuation date	December 31, 2024
Measurement date	December 31, 2024
Discount rate	4.08%
Inflation	2.50%
Salary increases	5.50%
Investment return	4.08%
Health care cost trend rate	Starts with 6.50% in year 2025 and goes down to 5.00% in year 2031 and after.
Mortality	PubG-2010 base rates projected fully generationally using Scale MP2021
Future participation	For future eligible retirees, 100% are assumed to elect medical coverage.
Dependent coverage	85% of employees were assumed to have spouses. Females were assumed to be 3 years younger than males. Of those covered under the VTP healthcare provisions, 15.0% are assumed to elect single coverage and 85.0% are assumed to elect single and dependent coverage. Supplemental deferred vested members are assumed to elect single and dependent coverage. 50% of Board deferred vested members are assumed to elect single coverage and 50% are assumed to elect single and dependent coverage. 50% of spouses covered under the healthcare plan during retirement are assumed to continue coverage after the death of the retiree.
Actuarial cost method	Entry Age Normal Actuarial Cost Method

Changes in assumptions from 2024 to 2025 include the investment return increase from 4.08% to 4.83% and the initial trend rate was reset to 6.75% as of December 31, 2025.

Changes in assumptions from 2023 to 2024 include the investment return increase from 3.77% to 4.08% and the trend rates were assumed to decrease at a slightly lower rate in 2024 compared to 2023.

Discount rate. The discount rate used to measure the total OPEB liability in 2025, 2024 and 2023 was 4.83%, 4.08% and 3.77%, respectively. The single discount rate was determined by the 20-year municipal bonds rates based on an index of 20-year obligation bonds with an average AA credit rating. The contribution policy assumed for this valuation was pay-as-you-go.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS (Continued)

Changes in Net OPEB Liability: The changes in the total OPEB liability for the plan are as follows (in thousands of dollars):

	Increase (Decrease) Total OPEB Liability
Supplemental & Board Plans	
Balance as of December 31, 2023	\$ 7,043
Change for the year:	
Service cost	-
Interest	253
Benefit changes	-
Differences between expected and actual experience	2,067
Changes in assumptions	(253)
Benefit payments	(664)
Contributions - Employer	-
Contributions - Employee	-
Net investment income, net of expenses	-
Administrative expenses	-
Net changes	1,403
Balance as of December 31, 2024	\$ 8,446
Change for the year:	
Service cost	-
Interest	330
Benefit changes	-
Differences between expected and actual experience	1,028
Changes in assumptions	(527)
Benefit payments	(694)
Contributions - Employer	-
Contributions - Employee	-
Net investment income, net of expenses	-
Administrative expenses	-
Net changes	137
Balance as of December 31, 2025	\$ 8,583

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 14 – OTHER POSTEMPLOYMENT BENEFITS (Continued)

Sensitivity of the total OPEB liability to changes in discount rate. The following presents the net OPEB liability of CTA as well as what CTA's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate (in thousands of dollars):

<u>Plan</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
Supplemental & Board Plans - 2025 - 4.83%	\$ 9,601	\$ 8,583	\$ 7,739
Supplemental & Board Plans - 2024 - 4.08%	9,519	8,446	7,567

Sensitivity of the total OPEB liability to changes in healthcare cost trend rates. The following presents the total OPEB liability of CTA, as well as what the CTA's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates (in thousands of dollars):

<u>Plan</u>	<u>1% Decrease</u>	<u>Current Trend Rates</u>	<u>1% Increase</u>
Supplemental & Board Plans - 2025 - 6.75%	\$ 7,774	\$ 8,583	\$ 9,538
Supplemental & Board Plans - 2024 - 6.50%	7,606	8,446	9,449

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB. For the years ended December 31, 2025 and 2024 CTA recognized OPEB expense of \$831,000 and \$2,067,000, respectively. At December 31, 2025 and 2024, CTA reported no deferred inflows/outflows of resources related to OPEB.

NOTE 15 – RISK MANAGEMENT

The CTA is exposed to various types of risk of loss, including torts; theft of, damage to, or destruction of assets; errors or omissions; job-related illnesses or injuries to employees; natural disasters; and environmental occurrences. Also included are risks of loss associated with providing health, dental, and life insurance benefits to employees.

The CTA provides health insurance benefits to employees through a self-insured comprehensive PPO plan. The CTA provides dental insurance benefits through an insured dental maintenance organization and a self-insured dental indemnity plan. The CTA does not purchase stop-loss insurance for its self-insured comprehensive PPO plan. The CTA provides life insurance benefits for active employees through an insured life insurance program.

CTA purchases property insurance for damage to CTA property, including rolling stock. This insurance program is effective July 29, 2025 to July 29, 2026. Property limit of liability is \$180,000,000 per occurrence and is purchased in three layers. The first/primary layer provides a \$25,000,000 limit. The first excess layer provides a \$105,000,000 limit excess and above the primary. The second excess layer provides the final \$50,000,000 limit excess. The basic policy deductible is \$1,000,000 per each occurrence, with a \$5,000,000 deductible for each rail car collision or derailment claim.

(Continued)

NOTE 15 – RISK MANAGEMENT (Continued)

For its 45 underground storage tanks (“UST”), CTA purchases UST insurance to provide coverage in the event of soil or groundwater contamination from a UST leak. This insurance policy is effective January 28, 2025 to January 28, 2026 and provides a limit of \$1,000,000 per UST incident and \$2,000,000 total policy aggregate, with a tiered deductible based on the age of the UST and whether the UST was at rest or during removal. For the USTs at rest and depending on age, the deductible range from \$10,000 to \$100,000; for any of the USTs during removal, the deductible is \$500,000.

The CTA is also self-insured for general liability, workers’ compensation, employee accidents, non-UST-related environmental liability, automotive liability losses, employment-related suits, including discrimination and sexual harassment, and management liability of board members, directors, and officers of the CTA.

The RTA provides excess liability insurance to protect the self-insurance programs for general liability and terrorism currently maintained by the CTA. There are five insurance policies in effect from June 15, 2025 to June 15, 2026. The first policy provides \$10,000,000 in excess of the \$15,000,000 self-insured retention and \$20,000,000 in the aggregate. The second policy provides \$5,000,000 in excess of the \$25,000,000 and \$10,000,000 in the aggregate. The third policy provides \$10,000,000 in excess of \$30,000,000 and \$20,000,000 in the aggregate. The fourth policy provides \$10,000,000 in excess of \$40,000,000 and \$20,000,000 in the aggregate. The fifth policy provides \$50,000,000 in excess of \$50,000,000 and \$100,000,000 in the aggregate.

The CTA participates in a Joint Self-Insurance Fund (the Fund) with the RTA that permits the CTA to receive monies necessary to pay injury and damage claims in excess of \$2,500,000 per occurrence up to the total balance in the Fund or a maximum of \$47,500,000. The CTA is obligated to reimburse the Fund for the principal amount borrowed plus a floating interest rate. However, the CTA is not obligated to make reimbursement payments, including interest, in excess of \$3,500,000 in any one year. No borrowings were made from the Fund in fiscal years 2025 or 2024.

Settlements did not exceed coverage for any of the past three years, and there has been no significant reduction in coverage during that period.

Self-insured liabilities are reported when it is probable that a loss has occurred, and the amount of that loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Because actual claims liabilities depend on such complex factors as inflation, changes in legal doctrines, and damage awards, the process used in computing claims liability does not necessarily result in an exact amount. Claims liabilities are reevaluated periodically to take into consideration recently settled claims, the frequency of claims, and other economic and social factors. The estimate for injury and damage claims is adjusted for a current trend rate and discount factor of 3.54% and 4.0%, respectively. The estimate for workers’ compensation claims is adjusted for a current trend rate and discount factor of 4.0% and 4.0%, respectively.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 15 – RISK MANAGEMENT (Continued)

Changes in the balance of claims liabilities during the past two years are as follows (in thousands of dollars):

	<u>Injury and Damage</u>	<u>Group Health and Dental</u>	<u>Workers' Compensation</u>	<u>Total</u>
Balance at January 1, 2023	\$ 102,195	\$ 11,242	\$ 169,556	\$ 282,993
Funded	20,200	165,846	58,651	244,697
Funding (excess)/deficiency per actuarial requirement	25,898	-	11,244	37,142
Payments	<u>(35,730)</u>	<u>(163,634)</u>	<u>(58,651)</u>	<u>(258,015)</u>
Balance at December 31, 2023	112,563	13,454	180,800	306,817
Funded	29,850	182,665	74,955	287,470
Funding (excess)/deficiency per actuarial requirement	31,472	-	39,534	71,006
Payments	<u>(31,863)</u>	<u>(186,027)</u>	<u>(74,955)</u>	<u>(292,845)</u>
Balance at December 31, 2024	142,022	10,092	220,334	372,448
Funded	49,822	202,317	82,412	334,551
Funding (excess)/deficiency per actuarial requirement	(23,826)	-	60,928	37,102
Payments	<u>(50,771)</u>	<u>(199,726)</u>	<u>(82,412)</u>	<u>(332,909)</u>
Balance at December 31, 2025	<u>\$ 117,247</u>	<u>\$ 12,683</u>	<u>\$ 281,262</u>	<u>\$ 411,192</u>

Chapter 70, Paragraph 3605/39 of the Illinois Compiled Statutes requires the CTA to establish an injury and damage reserve in order to provide for the adjustment, defense, and satisfaction of all suits, claims, and causes of action, and the payment and satisfaction of all judgments entered against the CTA for damages caused by injury to or death of any person and for damages to property resulting from the construction, maintenance, and operation of the transportation system. The statute also requires the CTA to separately fund the current year's budgeted provision for the injury and damage reserve. See Note 5 regarding cash and investment amounts maintained in this account.

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NOTE 16 – LINE OF CREDIT – NOTE PURCHASE AGREEMENT

2021 Line of Credit

On September 24, 2021, the Chicago Transit Authority entered into a Note Purchase Agreement (NPA) with JP Morgan Chase Bank, National Association in a not-to-exceed amount of \$150,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the LIBOR rate. The Notes have an initial commitment expiration date of September 24, 2026. This line of credit replaced the Authority's prior line of credit with Bank of America, National Association, which expired on September 30, 2021.

This line of credit contains a provision that in the event of default the obligation is to become immediately due and payable in full as the result of acceleration as defined in the Events of Default section.

The principal of outstanding Notes was \$150.0 million and \$130.1 million as of December 31, 2025 and 2024, respectively. There was no unused 2021 line of credit as of December 31, 2025. The unused 2021 line of credit was \$19.9 million as of December 31, 2024.

2022 Line of Credit

On July 8, 2022, the Chicago Transit Authority entered into a Note Purchase Agreement (NPA) with Wells Fargo, National Association in a not-to-exceed amount of \$150,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the LIBOR rate. The Notes have an initial commitment expiration date of July 8, 2025. This line of credit replaced the Authority's prior line of credit with PNC Bank, National Association, which expired on July 11, 2022.

This line of credit contains a provision that in the event of default the obligation is to become immediately due and payable in full as the result of acceleration as defined in the Events of Default section.

The principal of outstanding Notes was \$150.0 million and \$129.8 million as of December 31, 2025 and 2024, respectively. There was no unused 2022 line of credit as of December 31, 2025. The unused 2022 line of credit was \$20.2 million as of December 31, 2024.

In October 2023, the CTA Board approved the expansion of the short-term borrowing program for capital projects from \$300 million to \$600 million. As a result, CTA added three new lines of credit with PNC Bank, National Association, Bank of America, National Association and JP Morgan Chase Bank, National Association to the program.

2024 Line of Credit – PNC Bank

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with PNC Bank, National Association in a not-to-exceed amount of \$75,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 2, 2027.

(Continued)

CHICAGO TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended December 31, 2025 and 2024

NOTE 16 – LINE OF CREDIT – NOTE PURCHASE AGREEMENT (Continued)

The principal of outstanding Notes was \$75.0 million and \$22.5 million as of December 31, 2025 and 2024, respectively. There was no unused 2024 line of credit as of December 31, 2025. The unused 2024 line of credit was \$52.5 million as of December 31, 2024.

2024 Line of Credit – Bank of America

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with Bank of America, National Association in a not-to-exceed amount of \$75,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 2, 2027.

The principal of outstanding Notes was \$72.5 million and \$52.5 million as of December 31, 2025 and 2024, respectively. The unused 2024 line of credit was \$2.5 million and \$22.5 million as of December 31, 2025 and 2024, respectively.

2024 Line of Credit – JP Morgan

On April 3, 2024, the Chicago Transit Authority entered into a tax-exempt Note Purchase Agreement (NPA) with JP Morgan Chase Bank, National Association in a not-to-exceed amount of \$150,000,000. The Notes are secured by a pledge of sales tax revenue receipts on parity with the existing Second Lien Sales Tax Receipts Revenue Bonds and may be drawn upon at any time for Capital Projects, the payment of costs of issuance related to this Note, and to refund short-term obligations issued pursuant to this Note. Interest on the Notes is based upon the SOFR rate. The Notes have an initial commitment expiration date of April 3, 2029.

The principal of outstanding Notes was \$150.0 million and \$45.0 million as of December 31, 2025 and 2024, respectively. There was no unused 2024 line of credit as of December 31, 2025. The unused 2024 line of credit was \$105.0 million as of December 31, 2024.

NOTE 17 – COMMITMENTS AND CONTINGENCIES

Compensated Absences: Compensated absences is recorded as a portion of the accrued payroll, vacation pay, and related liabilities on the Statements of Net Position. Changes for the years ended December 31, 2025 and 2024 are as follows (in thousands of dollars). The change is a net change for the year.

	Balance Beginning of Year	Additions	Reductions		Balance End of Year
2025	\$100,145	\$ 5,379	\$ -		\$ 105,524
2024	88,136	12,009	-		100,145

Litigation: The CTA has been named as a defendant in various other legal proceedings arising in the normal course of operations. Although the ultimate outcome of these matters cannot be presently determined, it is the opinion of management of the CTA that resolution of these matters will not have a material adverse impact on the CTA's financial statements.

(Continued)

NOTE 17 – COMMITMENTS AND CONTINGENCIES (Continued)

Defeased Debt: On October 26, 2006, the PBC issued Building Refunding Revenue Bonds for the benefit of the CTA in the amount of \$91,340,000. The proceeds of the bonds were used to advance refund the Public Building Commission of Chicago, Series 2003 bonds. The defeased debt had a balance of zero as of December 31, 2025 and 2024.

NOTE 18 – COVID-19 PANDEMIC

The United States and the State of Illinois declared a state of emergency in March 2020 due to the COVID-19 global pandemic. Below is a summary of the federal funding that has supplemented the lower fare and public funding revenues due to the pandemic.

Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES)

On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law. The regional share of CARES Act funding to the RTA and Service Boards was \$1.438 billion. CTA has been allocated approximately \$817.5 million in CARES Act funding.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law. The regional share of CRRSAA funding to the RTA and Service Boards was \$486 million. CTA has been allocated approximately \$361.3 million in CRRSAA funding.

American Rescue Plan Act of 2021 (ARP)

On March 11, 2021, the American Rescue Plan Act of 2021 was signed into law. The regional share of ARP Act funding to the urbanized area, including RTA and Service Boards was \$1.496 billion. CTA has been allocated approximately \$912.1 million in ARP funding and \$118.4 million in ARP discretionary funding.

The funding provided through the CARES Act; CRRSAA; and ARP allowed for changes in how recipients use FTA funds. The most significant of these changes has been allowing recipients to charge operating expenses to FTA grants with no matching requirements.

As of December 31, 2025 and 2024 CTA has drawn down all of the funding and there is no remaining funding available related to CARES, CRRSAA and ARP.

The RTA approved a provision to allow the federal operating assistance, which was provided to replace fare revenue lost due to the COVID-19 pandemic, to be included as operating revenue for purposes of the recovery ratio calculation.

(Continued)

NOTE 19 – SUBSEQUENT EVENTS

Second Lien Sales Tax Receipts Revenue Bonds

In February 2026, the CTA issued the Second Lien Sales Tax Receipts Revenue Bonds, Series 2026A, in the amount of \$500,700,000, along with a premium of \$31,621,000, and the Series 2026B, in the amount of \$28,290,000, along with a premium of \$4,177,000. The bonds were issued to (i) finance capital projects, (ii) refund a portion of CTA's Second Lien Sales Tax Receipts Capital Improvement Notes, (iii) refund a portion of CTA's Second Lien Sales Tax Receipts Revenue Bonds, Series 2017, (iv) refund a portion of CTA's Taxable Series Sales Tax Receipts Revenue Refunding Bonds, Series 2020B, (v) fund capitalized interest on the 2026A Second Lien Bonds, and (vi) pay costs incurred in connection with the issuance of the 2026A and 2026B Second Lien Bonds. The Series 2026A and 2026B bonds bear interest ranging from 5.0% to 5.5%.

Lines of Credit

On February 18, 2026, the CTA prepaid \$65,200,000 on the 2021C capital line of credit, \$56,700,000 on the 2022A capital line of credit, \$52,500,000 on the 2024A capital line of credit, \$85,000,000 on the 2024B capital line of credit, and \$35,000,000 on the 2024C capital line of credit. Additional information on the capital lines of credit can be found in Note 16.

REQUIRED SUPPLEMENTARY INFORMATION

CHICAGO TRANSIT AUTHORITY
Employees' Plan
Required Supplementary Information -
Schedules of Net Pension Liability and Related Ratios (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 68

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Employees' Plan										
Total pension liability	\$ 4,059,796	\$ 3,993,316	\$ 3,924,018	\$ 3,857,936	\$ 3,773,577	\$ 3,656,305	\$ 3,562,234	\$ 3,522,803	\$ 3,456,992	\$ 3,352,031
Plan fiduciary net position	<u>2,067,369</u>	<u>1,990,766</u>	<u>1,901,932</u>	<u>2,188,484</u>	<u>1,941,166</u>	<u>1,890,466</u>	<u>1,715,227</u>	<u>1,865,901</u>	<u>1,736,369</u>	<u>1,743,216</u>
Plan's net pension liability	<u>\$ 1,992,427</u>	<u>\$ 2,002,550</u>	<u>\$ 2,022,086</u>	<u>\$ 1,669,452</u>	<u>\$ 1,832,411</u>	<u>\$ 1,765,839</u>	<u>\$ 1,847,007</u>	<u>\$ 1,656,902</u>	<u>\$ 1,720,623</u>	<u>\$ 1,608,815</u>
Plan fiduciary net position as a percentage of the total pension liability	50.92%	49.85%	48.47%	56.73%	51.44%	51.70%	48.15%	52.97%	50.23%	52.00%
Covered payroll	\$ 722,042	\$ 689,458	\$ 651,652	\$ 637,524	\$ 640,442	\$ 645,799	\$ 623,037	\$ 595,047	\$ 575,444	\$ 573,548
Plan's net pension liability as a percentage of covered payroll	275.94%	290.45%	310.30%	261.86%	286.12%	273.43%	296.45%	278.45%	299.01%	280.50%

The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Note 1: 2017 used the RP Blue Collar Table, generational to 2017 based on Scale BB.

Note 2: 2018 used the RP Blue Collar Table, generational to 2000 based on Scale BB.

Note 3: 2019 used the SOA Public Mortality General Below Median generational with Improvement Scale MP-2018.

Note 4: 2020 used the SOA Public Mortality General Below Median generational with Improvement Scale MP-2018.

Note 5: 2021 used the SOA Public Mortality General Below Median generational with Improvement Scale MP-2018.

Note 6: 2022 used the SOA Public Mortality General Below Median generational with Improvement Scale MP-2018.

Note 7: 2023 used the SOA Public Mortality General Below Median generational with Improvement Scale MP-2018.

Note 8: 2024 used the SOA Pub-2010 Below Median Amount Weighted Mortality Tables with Improvement Scale MP-2021.

Note 9: 2025 used the SOA Pub-2010 Below Median Amount Weighted Mortality Tables with Improvement Scale MP-2021.

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Net Pension Liability and Related Ratios (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Qualified Supplemental Plan										
Total Pension Liability	\$ 36,461	\$ 37,688	\$ 38,754	\$ 40,113	\$ 42,704	\$ 42,510	\$ 42,116	\$ 42,116	\$ 44,062	\$ 48,004
Plan fiduciary net position	<u>35,011</u>	<u>32,834</u>	<u>32,344</u>	<u>31,049</u>	<u>37,808</u>	<u>36,542</u>	<u>36,687</u>	<u>34,441</u>	<u>40,250</u>	<u>37,805</u>
Plan's net pension liability	<u>\$ 1,450</u>	<u>\$ 4,854</u>	<u>\$ 6,410</u>	<u>\$ 9,064</u>	<u>\$ 4,896</u>	<u>\$ 5,968</u>	<u>\$ 5,429</u>	<u>\$ 7,675</u>	<u>\$ 3,812</u>	<u>\$ 10,199</u>
Plan fiduciary net position as a percentage of the total pension liability	96.02%	87.12%	83.46%	77.40%	88.53%	85.96%	87.11%	81.78%	91.35%	78.75%
Covered payroll	\$ 318	\$ 702	\$ 682	\$ 967	\$ 1,219	\$ 1,214	\$ 1,225	\$ 1,219	\$ 1,098	\$ 1,213
Plan's net pension liability as a percentage of covered payroll	455.54%	691.08%	940.18%	937.02%	401.55%	491.40%	443.34%	629.84%	347.13%	841.07%
Non-Qualified Supplemental Plan										
Total pension liability	\$ 12,001	\$ 13,703	\$ 15,295	\$ 16,338	\$ 20,611	\$ 21,351	\$ 22,125	\$ 22,839	\$ 24,380	\$ 25,274
Covered payroll	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plan's total pension liability as a percentage of covered payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Board Supplemental Plan										
Total pension liability	\$ 3,824	\$ 4,223	\$ 4,481	\$ 4,470	\$ 5,746	\$ 5,657	\$ 4,589	\$ 4,361	\$ 4,732	\$ 4,561
Plan fiduciary net position	<u>125</u>	<u>125</u>	<u>125</u>	<u>125</u>	<u>122</u>	<u>119</u>	<u>112</u>	<u>103</u>	<u>88</u>	<u>77</u>
Plan's net pension liability	<u>\$ 3,699</u>	<u>\$ 4,098</u>	<u>\$ 4,356</u>	<u>\$ 4,345</u>	<u>\$ 5,624</u>	<u>\$ 5,538</u>	<u>\$ 4,477</u>	<u>\$ 4,258</u>	<u>\$ 4,644</u>	<u>\$ 4,484</u>
Plan fiduciary net position as a percentage of the total liability	3.26%	2.95%	2.78%	2.78%	2.11%	2.09%	2.42%	2.34%	1.84%	1.69%
Covered payroll	\$ -	\$ -	\$ -	\$ 25	\$ 25	\$ 25	\$ 78	\$ 75	\$ 75	\$ 75
Plan's net pension liability as a percentage of covered payroll	0.00%	N/A	N/A	17,378.85%	22,494.47%	22,149.74%	5,746.55%	5,676.97%	6,191.50%	5,978.83%

See accompanying independent auditor's report.

CHICAGO TRANSIT AUTHORITY
Employees' Plan
Required Supplementary Information -
Schedules of Changes in Net Pension Liability - Employees' Retirement Plan (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 68

<i>Employees' Plan</i>	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total Pension Liability										
Total Pension Liability - Beginning	\$ 3,993,316	\$ 3,924,018	\$ 3,857,936	\$ 3,773,577	\$ 3,656,305	\$ 3,562,234	\$ 3,522,803	\$ 3,456,992	\$ 3,352,031	\$ 3,283,154
Service cost	57,410	53,770	52,757	51,676	54,560	53,967	54,814	50,433	50,111	51,358
Interest	320,238	314,619	309,343	303,111	294,245	286,687	283,757	278,184	269,899	264,579
Changes of benefit terms	-	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	62,719	36,007	32,650	38,033	62,820	41,530	7,455	13,679	51,518	13,082
Changes of assumptions	(28,939)	-	-	-	-	-	(24,727)	-	-	-
Benefit payments, including refunds of member contributions	(344,948)	(335,098)	(328,668)	(308,461)	(294,353)	(288,113)	(281,868)	(276,485)	(266,567)	(260,142)
Net change in total pension liability	<u>66,480</u>	<u>69,298</u>	<u>66,082</u>	<u>84,359</u>	<u>117,272</u>	<u>94,071</u>	<u>39,431</u>	<u>65,811</u>	<u>104,961</u>	<u>68,877</u>
Total pension liability - ending	<u>\$ 4,059,796</u>	<u>\$ 3,993,316</u>	<u>\$ 3,924,018</u>	<u>\$ 3,857,936</u>	<u>\$ 3,773,577</u>	<u>\$ 3,656,305</u>	<u>\$ 3,562,234</u>	<u>\$ 3,522,803</u>	<u>\$ 3,456,992</u>	<u>\$ 3,352,031</u>
Plan Fiduciary Net Position										
Plan fiduciary net position - beginning	\$ 1,990,766	\$ 1,901,932	\$ 2,188,484	\$ 1,941,166	\$ 1,890,466	\$ 1,715,227	\$ 1,865,901	\$ 1,736,369	\$ 1,743,216	\$ 1,855,912
Contributions - employer	165,254	146,696	142,475	136,908	135,832	121,668	117,115	104,523	83,855	82,800
Contributions - member	105,769	94,306	92,134	87,897	87,925	81,298	78,340	70,286	59,561	58,993
Net investment income	153,145	185,369	(190,005)	333,302	123,613	263,201	(61,343)	233,739	118,613	8,230
Benefit payments, including refunds of member contributions	(344,948)	(335,098)	(328,668)	(308,461)	(294,353)	(288,113)	(281,868)	(276,485)	(266,567)	(260,142)
Administrative expense	(2,617)	(2,439)	(2,488)	(2,328)	(2,317)	(2,815)	(2,918)	(2,531)	(2,309)	(2,577)
Other	-	-	-	-	-	-	-	-	-	-
Net change in plan fiduciary net position	<u>76,603</u>	<u>88,834</u>	<u>(286,552)</u>	<u>247,318</u>	<u>50,700</u>	<u>175,239</u>	<u>(150,674)</u>	<u>129,532</u>	<u>(6,847)</u>	<u>(112,696)</u>
Plan fiduciary net position - ending	<u>2,067,369</u>	<u>1,990,766</u>	<u>1,901,932</u>	<u>2,188,484</u>	<u>1,941,166</u>	<u>1,890,466</u>	<u>1,715,227</u>	<u>1,865,901</u>	<u>1,736,369</u>	<u>1,743,216</u>
CTA net pension liability - ending	<u>\$ 1,992,427</u>	<u>\$ 2,002,550</u>	<u>\$ 2,022,086</u>	<u>\$ 1,669,452</u>	<u>\$ 1,832,411</u>	<u>\$ 1,765,839</u>	<u>\$ 1,847,007</u>	<u>\$ 1,656,902</u>	<u>\$ 1,720,623</u>	<u>\$ 1,608,815</u>

The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Changes in Net Pension Liability - Qualified Supplemental Plan (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

Qualified	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total Pension Liability										
Total pension liability - beginning	\$ 37,688	\$ 38,754	\$ 40,113	\$ 42,704	\$ 42,510	\$ 42,116	\$ 42,116	\$ 44,062	\$ 48,004	\$ 49,335
Service cost	15	32	52	62	60	68	64	60	60	56
Interest	2,408	2,481	2,569	2,744	2,725	2,793	2,789	2,929	3,204	3,296
Changes of benefit terms	-	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	79	113	(880)	(1,650)	269	771	1,346	(1,310)	(3,170)	(611)
Changes of assumptions	-	-	684	44	1,090	855	(7)	480	62	71
Benefit payments	<u>(3,729)</u>	<u>(3,692)</u>	<u>(3,784)</u>	<u>(3,791)</u>	<u>(3,950)</u>	<u>(4,093)</u>	<u>(4,192)</u>	<u>(4,105)</u>	<u>(4,098)</u>	<u>(4,143)</u>
Net change in total pension liability	<u>(1,227)</u>	<u>(1,066)</u>	<u>(1,359)</u>	<u>(2,591)</u>	<u>194</u>	<u>394</u>	<u>-</u>	<u>(1,946)</u>	<u>(3,942)</u>	<u>(1,331)</u>
Total pension liability - ending	<u>\$ 36,461</u>	<u>\$ 37,688</u>	<u>\$ 38,754</u>	<u>\$ 40,113</u>	<u>\$ 42,704</u>	<u>\$ 42,510</u>	<u>\$ 42,116</u>	<u>\$ 42,116</u>	<u>\$ 44,062</u>	<u>\$ 48,004</u>
Plan Fiduciary Net Position										
Plan fiduciary net position - beginning	\$ 32,834	\$ 32,344	\$ 31,049	\$ 37,808	\$ 36,542	\$ 36,687	\$ 34,441	\$ 40,250	\$ 37,805	\$ 37,875
Contributions - employer	1,394	1,534	1,876	933	1,016	870	1,120	550	1,300	1,380
Contributions - member	-	-	37	-	-	-	29	72	-	8
Net investment income	4,670	2,803	3,337	(3,729)	4,436	3,293	5,518	(2,080)	5,357	2,942
Benefit payments	<u>(3,729)</u>	<u>(3,692)</u>	<u>(3,784)</u>	<u>(3,791)</u>	<u>(3,950)</u>	<u>(4,093)</u>	<u>(4,192)</u>	<u>(4,105)</u>	<u>(4,098)</u>	<u>(4,143)</u>
Refunds of member contributions	-	-	-	-	-	-	-	-	-	(17)
Administrative expense	(158)	(155)	(171)	(172)	(236)	(215)	(229)	(246)	(114)	(240)
Other	-	-	-	-	-	-	-	-	-	-
Net change in plan fiduciary net position	<u>2,177</u>	<u>490</u>	<u>1,295</u>	<u>(6,759)</u>	<u>1,266</u>	<u>(145)</u>	<u>2,246</u>	<u>(5,809)</u>	<u>2,445</u>	<u>(70)</u>
Plan fiduciary net position - ending	<u>\$ 35,011</u>	<u>\$ 32,834</u>	<u>\$ 32,344</u>	<u>\$ 31,049</u>	<u>\$ 37,808</u>	<u>\$ 36,542</u>	<u>\$ 36,687</u>	<u>\$ 34,441</u>	<u>\$ 40,250</u>	<u>\$ 37,805</u>
CTA net pension liability - ending	<u>\$ 1,450</u>	<u>\$ 4,854</u>	<u>\$ 6,410</u>	<u>\$ 9,064</u>	<u>\$ 4,896</u>	<u>\$ 5,968</u>	<u>\$ 5,429</u>	<u>\$ 7,675</u>	<u>\$ 3,812</u>	<u>\$ 10,199</u>

See accompanying independent auditor's report.

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Changes in Net Pension Liability - Non-Qualified Supplemental Plan (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

<i>Non-Qualified</i>	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total Pension Liability										
Total pension liability - beginning	\$ 13,703	\$ 15,295	\$ 16,338	\$ 20,611	\$ 21,351	\$ 22,125	\$ 22,839	\$ 24,380	\$ 25,274	\$ 26,926
Service cost	-	-	-	-	-	-	-	-	-	-
Interest	520	540	621	360	405	576	884	792	903	911
Changes of benefit terms	-	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	118	(63)	(459)	6	(160)	(351)	(1,237)	141	90	369
Changes of assumptions	(569)	(277)	617	(2,730)	1,051	1,176	1,979	26	655	(315)
benefit payments	<u>(1,771)</u>	<u>(1,792)</u>	<u>(1,822)</u>	<u>(1,909)</u>	<u>(2,036)</u>	<u>(2,175)</u>	<u>(2,340)</u>	<u>(2,500)</u>	<u>(2,542)</u>	<u>(2,617)</u>
Net Change in total pension liability	<u>(1,702)</u>	<u>(1,592)</u>	<u>(1,043)</u>	<u>(4,273)</u>	<u>(740)</u>	<u>(774)</u>	<u>(714)</u>	<u>(1,541)</u>	<u>(894)</u>	<u>(1,652)</u>
Total pension liability - ending	<u>\$ 12,001</u>	<u>\$ 13,703</u>	<u>\$ 15,295</u>	<u>\$ 16,338</u>	<u>\$ 20,611</u>	<u>\$ 21,351</u>	<u>\$ 22,125</u>	<u>\$ 22,839</u>	<u>\$ 24,380</u>	<u>\$ 25,274</u>

See accompanying independent auditor's report.

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Changes in Net Pension Liability - Board Supplemental Plan (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

Board	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total Pension Liability										
Total pension liability - beginning	\$ 4,223	\$ 4,481	\$ 4,470	\$ 5,746	\$ 5,657	\$ 4,589	\$ 4,361	\$ 4,732	\$ 4,561	\$ 4,481
Service cost	-	-	-	-	-	23	32	34	33	33
Interest	164	162	173	102	109	121	172	157	166	153
Changes of benefit terms	-	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	51	62	(26)	65	(5)	839	(221)	(45)	125	310
Changes of assumptions	(256)	(122)	222	(1,087)	351	432	571	(202)	166	(90)
Benefit payments	(358)	(360)	(358)	(356)	(366)	(347)	(326)	(315)	(319)	(326)
Net change in total pension liability	<u>(399)</u>	<u>(258)</u>	<u>11</u>	<u>(1,276)</u>	<u>89</u>	<u>1,068</u>	<u>228</u>	<u>(371)</u>	<u>171</u>	<u>80</u>
Total pension liability - ending	<u>\$ 3,824</u>	<u>\$ 4,223</u>	<u>\$ 4,481</u>	<u>\$ 4,470</u>	<u>\$ 5,746</u>	<u>\$ 5,657</u>	<u>\$ 4,589</u>	<u>\$ 4,361</u>	<u>\$ 4,732</u>	<u>\$ 4,561</u>
Plan Fiduciary Net Position										
Plan fiduciary net position - beginning	\$ 125	\$ 125	\$ 125	\$ 122	\$ 119	\$ 112	\$ 103	\$ 88	\$ 77	\$ 68
Contributions - employer	358	360	358	356	366	347	326	321	321	327
Contributions - member	-	-	-	3	3	7	9	9	9	8
Net investment income	-	-	-	-	-	-	-	-	-	-
Benefit payments	(358)	(360)	(358)	(356)	(366)	(347)	(326)	(315)	(319)	(326)
Administrative expense	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Net change in plan fiduciary net position	<u>-</u>	<u>-</u>	<u>-</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>9</u>	<u>15</u>	<u>11</u>	<u>9</u>
Plan fiduciary net position - ending	<u>\$ 125</u>	<u>\$ 125</u>	<u>\$ 125</u>	<u>\$ 125</u>	<u>\$ 122</u>	<u>\$ 119</u>	<u>\$ 112</u>	<u>\$ 103</u>	<u>\$ 88</u>	<u>\$ 77</u>
CTA net pension liability - ending	<u>\$ 3,699</u>	<u>\$ 4,098</u>	<u>\$ 4,356</u>	<u>\$ 4,345</u>	<u>\$ 5,624</u>	<u>\$ 5,538</u>	<u>\$ 4,477</u>	<u>\$ 4,258</u>	<u>\$ 4,644</u>	<u>\$ 4,484</u>

- Note 1: 2017 used the mortality table from RP-2000 projected to 2017 based on Scale AA.
Note 2: 2018 used the mortality table from RP-2014 projected to 2018 based on Scale MP 2018.
Note 3: 2019 used the mortality table from RP-2014 projected to 2019 based on Scale MP 2019.
Note 4: 2020 used the mortality table from RP-2014 projected to 2020 based on Scale MP 2020.
Note 5: 2021 used the mortality table from PubG-2010 base rates projected to 2021 using Scale MP 2021.
Note 6: 2022 used the mortality table from PubG-2010 base rates projected to 2022 using Scale MP 2021.
Note 7: 2023 used the mortality table from PubG-2010 base rates projected fully generationally using Scale MP 2021.
Note 8: 2024 used the mortality table from PubG-2010 base rates projected fully generationally using Scale MP 2021.
Note 9: 2025 used the mortality table from PubG-2010 base rates projected fully generationally using Scale MP 2021.
Note 10: The investment return was the following for the Board and Non-Qualified Plan:
- | | |
|--------------|--------------|
| 2025 - 4.83% | 2020 - 2.00% |
| 2024 - 4.08% | 2019 - 2.75% |
| 2023 - 3.77% | 2018 - 4.10% |
| 2022 - 4.05% | 2017 - 3.44% |
| 2021 - 1.84% | |

There are no assets accumulated in a trust to pay related benefits for the Non-Qualified Plan.

CHICAGO TRANSIT AUTHORITY
Employees' Plan
Required Supplementary Information -
Schedules of Statutorily Determined Contributions (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 68

Employees' Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Statutorily determined contribution	N/A *	\$ 155,889	\$ 142,352	\$ 134,547	\$ 131,630	\$ 132,232	\$ 116,367	\$ 112,265	\$ 106,662	\$ 82,001
Contributions in relation to the statutorily determined contribution	<u>170,319</u>	<u>165,254</u>	<u>146,696</u>	<u>143,591</u>	<u>136,908</u>	<u>135,832</u>	<u>121,668</u>	<u>117,115</u>	<u>104,523</u>	<u>83,855</u>
Contribution deficiency (excess)	N/A *	<u>\$ (9,365)</u>	<u>\$ (4,344)</u>	<u>\$ (9,044)</u>	<u>\$ (5,278)</u>	<u>\$ (3,600)</u>	<u>\$ (5,301)</u>	<u>\$ (4,850)</u>	<u>\$ 2,139</u>	<u>\$ (1,854)</u>
Covered payroll	N/A *	\$ 722,042	\$ 689,458	\$ 651,652	\$ 637,524	\$ 640,442	\$ 645,799	\$ 623,037	\$ 595,047	\$ 575,444
Contributions as a percentage of covered payroll	N/A *	21.59%	20.65%	20.65%	20.65%	20.65%	18.02%	18.02%	17.93%	14.25%

N/A * - Information not available

Notes to Schedule

Valuation date:	January 1, 2024
Methods and assumptions used to determine contribution rates:	
Actuarial cost method	Entry Age Normal - Level Percentage of Pay
Amortization method	For pension expense; the difference between expected and actual liability experience and changes of assumptions are amortized over the average of the expected remaining service lives of all members. The difference between projected and actual earnings is amortized over a closed period of five years.
Remaining amortization period	5 Years - Closed
Asset valuation method	5-year Smoothed Actuarial Value of Assets
Inflation	2.44%
Salary increases	25% for less than 1 year of service, 18% for 1 year of service, 13% for 2 years of service, 13% for 3 years of service, 7% for 4 years of service, and 3.75% thereafter.
Investment rate of return	7.75%

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Actuarially Determined Contributions (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

Qualified Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Actuarially determined contribution	\$ 1,394	\$ 1,534	\$ 1,876	\$ 933	\$ 1,016	\$ 871	\$ 1,118	\$ 550	\$ 1,299	\$ 1,380
Contributions in relation to the actuarially determined contribution	<u>1,394</u>	<u>1,534</u>	<u>1,876</u>	<u>933</u>	<u>1,016</u>	<u>870</u>	<u>1,120</u>	<u>550</u>	<u>1,300</u>	<u>1,380</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1</u>	<u>\$ (2)</u>	<u>\$ -</u>	<u>\$ (1)</u>	<u>\$ -</u>
Covered payroll	\$ 318	\$ 702	\$ 682	\$ 967	\$ 1,219	\$ 1,214	\$ 1,225	\$ 1,219	\$ 1,098	\$ 1,213
Contributions as a percentage of covered payroll	438.06%	218.34%	275.20%	96.45%	83.33%	71.64%	91.46%	45.13%	118.37%	113.81%
Non-qualified Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Actuarially determined contribution	\$ 1,740	\$ 1,768	\$ 1,882	\$ 1,932	\$ 2,059	\$ 2,215	\$ 2,430	\$ 2,501	\$ 2,542	\$ 2,571
Contributions in relation to the actuarially determined contribution	<u>1,771</u>	<u>1,792</u>	<u>1,822</u>	<u>1,909</u>	<u>2,036</u>	<u>2,175</u>	<u>2,340</u>	<u>2,500</u>	<u>2,542</u>	<u>2,617</u>
Contribution deficiency (excess)	<u>\$ (31)</u>	<u>\$ (24)</u>	<u>\$ 60</u>	<u>\$ 23</u>	<u>\$ 23</u>	<u>\$ 40</u>	<u>\$ 90</u>	<u>\$ 1</u>	<u>\$ -</u>	<u>\$ (46)</u>
Covered payroll	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contributions as a percentage of covered payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

See accompanying independent auditor's report.

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedules of Actuarially Determined Contributions (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 67/68

Board Member Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Actuarially determined contribution	\$ 364	\$ 364	\$ 378	\$ 376	\$ 389	\$ 331	\$ 348	\$ 360	\$ 358	\$ 323
Contributions in relation to the actuarially determined contribution	<u>358</u>	<u>360</u>	<u>258</u>	<u>356</u>	<u>366</u>	<u>347</u>	<u>326</u>	<u>321</u>	<u>321</u>	<u>327</u>
Contribution deficiency (excess)	<u>\$ 5</u>	<u>\$ 4</u>	<u>\$ 20</u>	<u>\$ 20</u>	<u>\$ 23</u>	<u>\$ (16)</u>	<u>\$ 22</u>	<u>\$ 39</u>	<u>\$ 37</u>	<u>\$ (4)</u>
Covered payroll	\$ -	\$ -	\$ -	\$ 25	\$ 25	\$ 25	\$ 78	\$ 75	\$ 75	\$ 75
Contributions as a percentage of covered payroll	N/A	N/A	N/A	1,425.25%	1,463.58%	1,386.99%	418.52%	427.63%	427.63%	436.37%

Notes to Schedule

Valuation date:

Actuarially determined contribution rates are calculated as of December 31, 2025

Methods and assumptions used to determine contribution rates:

Actuarial cost method
Amortization method
Remaining amortization period

Entry Age Normal Method
Level Dollar
20 year level dollar closed period (effective January 1, 2009)
Qualified: 4 Years remaining as of January 1, 2025 - Closed
Qualified: 3 Years remaining as of December 31, 2025 - Closed

Asset valuation method
Inflation
Salary increases
Investment rate of return

Market Value
2.5%
3.5% per year
Qualified: 6.75% per year
Non-qualified: 4.83% per year
Board: 4.83% per year

CHICAGO TRANSIT AUTHORITY
Supplemental Plans
Required Supplementary Information -
Schedule of Investment Returns (Unaudited)
Year Ended December 31, 2025

Annual Money-Weighted Rate of Return, Net of Investment Expense	Year	Qualified Supplemental Plan
	2025	14.17%
	2024	8.43%
	2023	10.46%
	2022	-10.68%
	2021	11.92%
	2020	8.73%
	2019	16.12%
	2018	-5.85%
	2017	14.40%
	2016	7.38%

CHICAGO TRANSIT AUTHORITY
Other Postemployment Benefits
Required Supplementary Information -
Schedules of Changes in the Total OPEB Liability (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 75

Total OPEB Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB Liability								
Total OPEB liability - beginning	\$ 8,446	\$ 7,043	\$ 7,545	\$ 10,319	\$ 10,553	\$ 9,820	\$ 9,751	\$ 11,649
Service cost	-	-	-	13	12	41	54	54
Interest	330	253	294	184	204	260	385	390
Changes of benefit terms	-	-	-	-	-	(99)	-	(478)
Differences between expected and actual experience	1,028	2,067	(755)	(961)	(24)	374	(982)	(606)
Changes of assumptions	(527)	(253)	510	(1,354)	306	886	1,310	(664)
Benefit payments, including refunds of member contributions	(694)	(664)	(551)	(656)	(732)	(729)	(698)	(594)
Net change in total OPEB liability	137	1,403	(502)	(2,774)	(234)	733	69	(1,898)
Total OPEB liability - ending	<u>\$ 8,583</u>	<u>\$ 8,446</u>	<u>\$ 7,043</u>	<u>\$ 7,545</u>	<u>\$ 10,319</u>	<u>\$ 10,553</u>	<u>\$ 9,820</u>	<u>\$ 9,751</u>
Covered-employee payroll	\$ -	\$ -	\$ -	\$ 25	\$ 557	\$ 557	\$ 612	\$ 410
The total OPEB liability as a percentage of covered-employee payroll	N/A	N/A	N/A	30,180.00%	1,852.60%	1,894.61%	1,604.58%	2,378.29%

Notes:

There is no separate Trust established for OPEB benefits.

The discount rate is 4.83% for December 31, 2025. The discount rate in the prior measurement period was 4.08%, this represents an increase of 0.75%.

This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

CHICAGO TRANSIT AUTHORITY
Other Postemployment Benefits
Required Supplementary Information -
Schedules of Statutorily Determined Contributions (Unaudited)
Year Ended December 31, 2025
(In thousands of dollars)
as required by GASB 75

Total OPEB Plan	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Actuarially determined contribution	\$ 694	\$ 664	\$ 551	\$ 656	\$ 732	\$ 730	\$ 698	\$ 594
Contributions in relation to the actuarially determined contribution	<u>694</u>	<u>664</u>	<u>551</u>	<u>656</u>	<u>732</u>	<u>730</u>	<u>698</u>	<u>594</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered-employee payroll	\$ -	\$ -	\$ -	\$ 25	\$ 557	\$ 557	\$ 612	\$ 410
Contributions as a percentage of covered-employee payroll	N/A	N/A	N/A	2,624.51%	131.25%	131.15%	114.03%	145.07%

Notes to Schedule

Valuation date: December 31, 2025

Methods and assumptions used to determine contribution rates:

Actuarial cost method: Entry Age Normal Actuarial Cost Method

Discount rate: 4.83%

Inflation: 2.50%

Salary increases: 5.50%

Investment return: 4.83%

Health care cost trend rate: Starts with 6.75% in year 2026 and goes down to 5.00% in year 2033 and after.

Mortality: PubG-2010 base rates projected fully generationally using Scale MP2021

Future participation: For future eligible retirees, 100% are assumed to elect medical coverage.

Dependent coverage

85% of employees were assumed to have spouses. Females were assumed to be 3 years younger than males. Of those covered under the provisions providing single coverage at no cost with higher dependent premium rates, 62.5% are assumed to elect single coverage and 37.5% are assumed to elect single and dependent coverage. Of those covered under the VTP healthcare provisions, 15.0% are assumed to elect single coverage and 85.0% are assumed to elect single and dependent coverage. Supplemental deferred vested members are assumed to elect single and dependent coverage. 50% of Board deferred vested members are assumed to elect single coverage and 50% are assumed to elect single and dependent coverage. 50% of spouses covered under the healthcare plan during retirement are assumed to continue coverage after the death of the retiree.

This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

SUPPLEMENTARY SCHEDULES

CHICAGO TRANSIT AUTHORITY
Schedule of Expenses and Revenues –
Budget and Actual – Budgetary Basis
Year ended December 31, 2025
(In thousands of dollars)

	Original <u>Budget</u>	Actual – Budgetary <u>Basis</u>	Variance Favorable <u>(Unfavorable)</u>
Operating expenses:			
Labor and fringe benefits	\$ 1,448,229	\$ 1,478,398	\$ (30,169)
Materials and supplies	153,351	136,931	16,420
Fuel	48,476	44,174	4,302
Electric power	56,806	33,063	23,743
Purchase of security services	85,148	86,575	(1,427)
Other	342,250	273,029	69,221
Provision for injuries and damages	<u>22,262</u>	<u>49,822</u>	<u>(27,560)</u>
Total operating expenses	<u>2,156,522</u>	<u>2,101,992</u>	<u>54,530</u>
System-generated revenues:			
Fares and passes	369,089	356,428	(12,661)
Reduced-fare subsidies	17,432	18,304	872
Advertising and concessions	33,271	30,475	(2,796)
Investment income	5,000	27,406	22,406
Contributions from local governmental units	5,000	5,000	-
Other revenue	<u>26,160</u>	<u>27,720</u>	<u>1,560</u>
Total system-generated revenues	<u>455,952</u>	<u>465,333</u>	<u>9,381</u>
Operating expenses in excess of system-generated revenues	1,700,570	1,636,659	63,911
Public funding:			
RTA operating assistance	1,121,875	1,267,864	145,989
Designated Operating Reserve	<u>578,695</u>	<u>368,795</u>	<u>(209,900)</u>
	<u>1,700,570</u>	<u>1,636,659</u>	<u>(63,911)</u>
Change in net position – budgetary basis	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation of budgetary basis to GAAP basis:			
Provision for depreciation		(588,448)	
Pension expense in excess of pension contributions		35,349	
Supplemental Retirement		2,526	
Incentive Retirement		527	
Workers Compensation		(60,928)	
Provision for injuries and damages		23,826	
Interest expense on bond transactions		(124,471)	
Interest expense on TIFIA bond transactions		8,769	
Interest revenue on bond transactions		17,258	
Interest expense from sale/leaseback		(1,918)	
Designated Operating Reserve		(368,795)	
Capital contributions		<u>1,005,874</u>	
Change in net position – GAAP basis		<u>\$ (50,431)</u>	
Actual – Budgetary Basis			
CTA recovery ratio:			
Total operating expenses		\$ 2,101,992	
Less mandated security costs		(86,575)	
Less security camera contracts		(14,656)	
Less CSA/CSR Labor		(66,078)	
Less CTA security department costs		(3,892)	
Less Pension Obligation Bond debt service		(86,947)	
Plus City of Chicago in-kind services		<u>22,000</u>	
Total operating expenses for recovery ratio calculation (B)		1,865,844	
Total system-generated revenues		\$ 465,333	
Plus Designated Operating Reserve		368,795	
Plus Senior Free Rides		14,157	
Plus City of Chicago in-kind services		<u>22,000</u>	
Total system-generated revenues for recovery ratio calculation (A)		<u>\$ 870,285</u>	
Recovery ratio (A/B)		46.64%	

CHICAGO TRANSIT AUTHORITY
Schedule of Expenses and Revenues –
Budget and Actual – Budgetary Basis
Year ended December 31, 2024
(In thousands of dollars)

	Original <u>Budget</u>	Actual – Budgetary <u>Basis</u>	
Operating expenses:			
Labor and fringe benefits	\$ 1,359,830	\$ 1,350,041	\$ 9,789
Materials and supplies	130,628	129,197	1,431
Fuel	49,074	41,478	7,596
Electric power	36,729	35,802	927
Purchase of security services	65,150	91,627	(26,477)
Other	334,528	260,546	73,982
Provision for injuries and damages	<u>19,850</u>	<u>29,850</u>	<u>(10,000)</u>
Total operating expenses	<u>1,995,789</u>	<u>1,938,541</u>	<u>57,248</u>
System-generated revenues:			
Fares and passes	345,117	351,099	(5,982)
Reduced-fare subsidies	15,847	16,640	(793)
Advertising and concessions	33,838	31,521	2,317
Investment income	5,000	12,822	(7,822)
Contributions from local governmental units	5,000	5,000	-
Other revenue	<u>22,621</u>	<u>23,579</u>	<u>(958)</u>
Total system-generated revenues	<u>427,423</u>	<u>440,661</u>	<u>(13,238)</u>
Operating expenses in excess of system-generated revenues	1,568,366	1,497,880	70,486
Public funding:			
RTA operating assistance	1,095,850	1,113,468	(17,618)
FTA operating assistance	<u>472,516</u>	<u>384,412</u>	<u>88,104</u>
	<u>1,568,366</u>	<u>1,497,880</u>	<u>70,486</u>
Change in net position – budgetary basis	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Reconciliation of budgetary basis to GAAP basis:			
Provision for depreciation		(668,941)	
Pension expense in excess of pension contributions		35,601	
Supplemental Retirement		1,907	
Incentive Retirement		548	
Workers Compensation		(39,534)	
Provision for injuries and damages		(31,472)	
Interest expense on bond transactions		(142,390)	
Interest expense on TIFIA bond transactions		8,421	
Interest revenue on bond transactions		21,425	
Interest expense from sale/leaseback		(2,169)	
Designated Operating Reserve		643,729	
Capital contributions		<u>947,950</u>	
Change in net position – GAAP basis		<u>\$ 775,075</u>	
CTA recovery ratio:			
Total operating expenses		\$ 1,938,541	
Less mandated security costs		(91,627)	
Less security camera contracts		(9,927)	
Less CSA/CSR Labor		(64,030)	
Less Pension Obligation Bond debt service		(96,786)	
Plus City of Chicago in-kind services		<u>22,000</u>	
Total operating expenses for recovery ratio calculation (B)		1,694,850	
Total system-generated revenues		\$ 440,661	
Plus FTA operating assistance		384,412	
Plus Senior Free Rides		15,125	
Plus City of Chicago in-kind services		<u>22,000</u>	
Total system-generated revenues for recovery ratio calculation (A)		<u>\$ 862,198</u>	
Recovery ratio (A/B)		50.87%	