



To: Chicago Transit Authority Board
From: Jeremy Fine, Chief Financial Officer
Re: Financial Results for March 2022
Date: May 11, 2022

I. Summary

On March 13, 2020, the President of the United States declared a National Emergency concerning the Novel Coronavirus Disease (COVID-19) outbreak. CTA's financial results for the month and year to date are impacted by the effect of the COVID-19 pandemic. CTA's financial results are \$16.9 million and \$32.6 million favorable to budget for March and year-to-date, respectively, primarily due to lower than anticipated labor costs. Public funding for 2022 collected year-to-date totaled \$184.3 million, which is \$26.0 million favorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$36.2 million of CRRSAA funding, which is approximately 10.0% of CTA's CRRSAA allocation, and \$9.2 million of ARP funding, which is approximately 1.0% of CTA's ARP allocation.

Ridership for the month was 20.5 million, which was 1.0 million lower than budget and 6.9 million higher than March 2021. Ridership year-to-date was 3.3 million lower than budget and 16.3 million higher than prior year. The ridership increase over the prior year-to-date was due to the COVID-19 pandemic and the current stage of re-opening for the City of Chicago.

II. Cash & Liquidity

The chart below highlights CTA's cash position at March 2022 compared to March 2021.

	March 2022	March 2021	Increase (Decrease)
Unrestricted Cash	\$ 215,733	\$ 182,307	\$ 33,426
Damage Reserve	70,568	37,808	\$ 32,760
Funds Owed by RTA	290,429	284,090	\$ 6,339
Trust Portfolio Assets	854,179	578,106	\$ 276,073
Total Cash and Receivables	\$ 1,430,909	\$ 1,082,311	\$ 348,598

CTA's total cash/receivables balance was equal to \$1.4 billion. Unrestricted cash was \$33.4 million higher than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$32.8 million higher than last year due to deposits into the fund offset by settlement payments. Funds owed by the RTA were approximately \$290.4 million which was \$6.3 million higher than the prior year due to the timing of payments from the State. CTA continues to work closely with the RTA to monitor their receivable balance owed; Trust Portfolio

Assets represents bond proceeds held in Trust for funding capital projects and making required debt service payments and therefore goes down when payments are made.

III. Revenue

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Mar-22	Mar-22	Mar22 vs. Mar21	2022	2022	2021
Fare & Pass Revenue	\$ 24,407	\$ (304)	\$ 7,736	\$ 61,290	\$ (654)	\$ 18,343

- Fare and pass revenue for March was \$0.3 million unfavorable to budget due to lower than expected pass revenues. It was \$7.7 million favorable to prior year due to higher ridership and promotional fares for select pass products. The average fare for the month was \$1.19 per ride and was \$0.04 higher than budget and \$0.04 lower than the prior year.
- Year-to-date fare and pass revenue was \$0.7 million unfavorable to budget due to lower than expected pass revenue. It was \$18.3 million favorable to prior year due to the COVID-19 pandemic and the current stage of re-opening for the City of Chicago. The average fare for the year was \$1.20 per ride and was \$0.06 higher than budget and \$0.03 lower than the prior year.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Mar-22	Mar-22	Mar22 vs. Mar21	2022	2022	2021
Reduced Fare Subsidy	\$ 1,217	\$ -	\$ -	\$ 3,652	\$ -	\$ -

- Reduced Fare Subsidy was on par with budget for the month and year-to-date based on expected reimbursements from the State.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Mar-22	Mar-22	Mar22 vs. Mar21	2022	2022	2021
Advertising, Charter, Concession	\$ 2,786	\$ 619	\$ 1,235	\$ 7,143	\$ 687	\$ 2,057

- Advertising, Charter and Concessions Revenue was \$0.6 million favorable to budget for the month and \$1.2 million higher than year-to-date due to higher than anticipated vehicle and platform advertising and special contract guarantee revenues received in 2022. This revenue category was \$2.1 million higher than prior year-to-date due to additional vehicle and platform advertising revenue received in 2022.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Investment income	\$ 46	\$ 4	\$ 21	\$ 105	\$ (20)	\$ 26

- Investment income was slightly higher than budget for the month and slightly lower than budget for the year-to-date. It was slightly higher than the prior year-to-date due to fluctuations in the short-term market rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Other Revenue	\$ 2,063	\$ (176)	\$ (226)	\$ 6,106	\$ (610)	\$ (542)

- Other Revenue was \$0.2 million unfavorable to budget for the month due to lower than expected rental revenue and scrap material sales in addition to a loss on the sale of property. It was \$0.6 million unfavorable to budget for the year-to-date due to lower than expected rental revenue and scrap material sales and a loss on the sale of property. Other revenue was \$0.2 million unfavorable to March 2021 and \$0.5 million unfavorable to the prior year-to-date due to lower non-capital grant revenue. Lower non-capital grant revenue is offset by lower non-capital grant expense in the Other Expenses category.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Total System Generated Revenue	\$ 30,519	\$ 143	\$ 8,766	\$ 78,295	\$ (597)	\$ 19,884

- Total System-Generated Revenue was \$0.1 million higher than budget for the month due to higher than expected fare revenue and \$0.6 million lower than budget for the year-to-date due to lower than expected pass revenue. It was \$8.8 million and \$19.9 million higher than March 2021 and prior year-to-date, respectively, due to higher fare and pass revenue.

IV. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Labor	\$ 101,121	\$ 9,479	\$ (4,647)	\$ 287,648	\$ 23,329	\$ (883)

- Labor expense was \$9.4 million favorable to budget for the month and \$23.3 million favorable for the year-to-date due to lower than anticipated labor costs. Labor expense was \$4.6 million unfavorable to March 2021 and \$0.9 million unfavorable to prior year-to-date due to negotiated union contract increases that took effect in March 2022.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Material	\$ 9,227	\$ (657)	\$ (1,784)	\$ 25,547	\$ 298	\$ (2,731)

- Material expense was \$0.7 million unfavorable to budget for the month and \$0.3 million favorable year-to-date due to the timing of vehicle parts usage. Material expense was \$1.8 million and \$2.7 million unfavorable to March 2021 and prior year-to-date, respectively, due to the timing of vehicle parts usage.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Fuel	\$ 2,991	\$ (45)	\$ (224)	\$ 7,756	\$ 1,277	\$ 451

- Fuel for Revenue Equipment expense was slightly unfavorable to budget in March. It was \$1.3 million favorable to budget for the year-to-date primarily due to lower than anticipated usage and fuel prices. Lower usage and fuel prices account for the favorable variance to the prior year-to-date.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Power	\$ 2,053	\$ 913	\$ (98)	\$ 7,565	\$ 2,206	\$ (475)

- The Electric Power for Revenue Equipment expense was \$0.9 million favorable to budget for the month and \$2.2 million favorable year-to-date due to lower than anticipated usage. Expenses were \$0.5 million unfavorable to prior year-to-date primarily due to higher usage.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Provision for Injuries & Damages	\$ 2,640	\$ -	\$ -	\$ 7,920	\$ -	\$ -

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

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Purchase of Security Services	\$ 1,747	\$ 442	\$ (369)	\$ 5,199	\$ 1,368	\$ (1,012)

- Purchase of Security Services was \$0.4 million favorable to budget for the month and \$0.4 million unfavorable to prior year due to the timing of invoices. Year-to-date, expenses were \$1.4 million favorable to budget and \$1.0 million unfavorable to prior year due to the timing of invoices.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Other Expenses	\$ 20,077	\$ 6,650	\$ 944	\$ 69,658	\$ 4,705	\$ (408)

- Other expenses were \$6.7 million favorable to budget for the month and \$4.7 million favorable to budget for the year-to-date due to the timing of contractual services invoices. Other expenses year-to-date were \$0.4 million unfavorable to prior year due to the timing of contractual services invoices. The other expense category includes the pension obligation bond expense, utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Total Operating Expenses	\$ 139,857	\$ 16,781	\$ (6,178)	\$ 411,293	\$ 33,183	\$ (5,058)

- Operating Expenses were \$16.8 million favorable to budget for the month primarily due to lower than anticipated labor and other costs. The unfavorable variance to prior year-to-date was primarily due to higher material and purchase of security services expenses.

V. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Mar-22	Budget Mar-22	Prior Year Mar22 vs. Mar21	2022	Budget 2022	Prior Year 2021
Recovery Ratio	53.30%	(3.38)		56.12%	(7.75)	

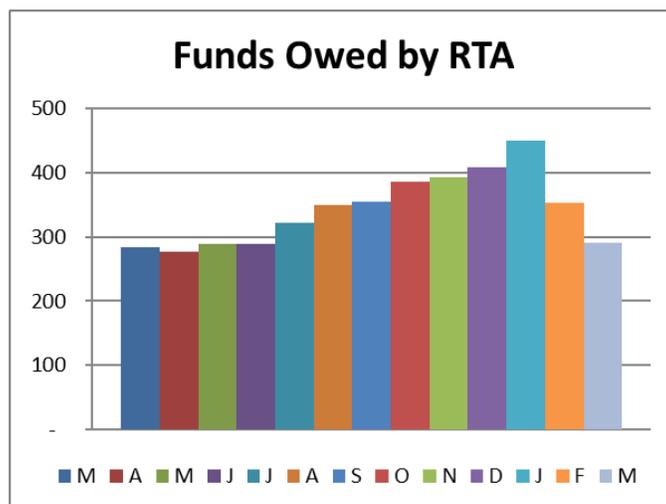
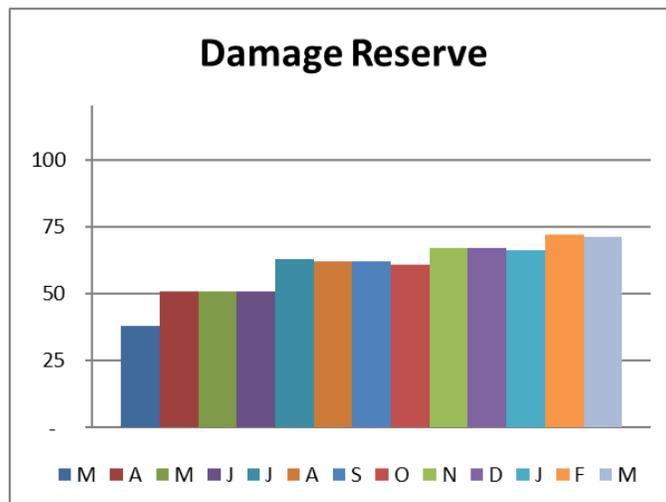
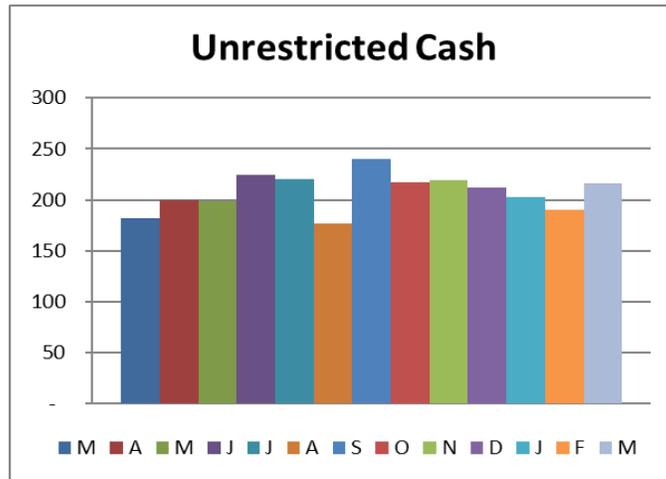
- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 53.30% for the month. This was unfavorable to budget by 3.38 percentage points for the month. Year-to-date, the recovery ratio was 56.12%, which was unfavorable to budget by 7.75 percentage points and favorable to the RTA required recovery ratio of 54.75% by 1.37 percentage points. The RTA is including the Federal stimulus funds under the CARES, CRRSAA, and ARP Acts as replacement fare revenues for recovery ratio purposes. In late 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021, 2022, and 2023 due to the ongoing pandemic.

VI. Ridership

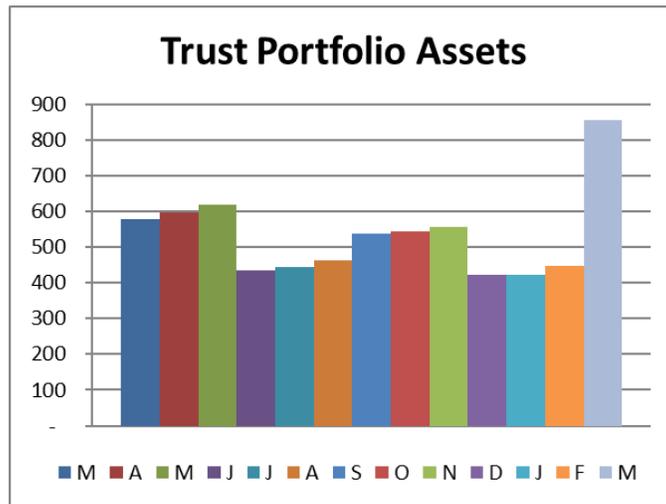
Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Mar-22	Mar-22	Mar22 vs. Mar21	2022	2022	2021
Bus	12,082	178	3,214	30,373	329	7,542
Rail	7,111	(1,255)	3,213	17,467	(3,604)	7,588
Rail to Rail Transfers	1,329	111	499	3,282	(67)	1,152
Total	20,522	(966)	6,927	51,123	(3,342)	16,283

- Ridership for the month of March was 20.5 million and was 1.0 million lower than budget and 6.9 million higher than prior year.
- Calendar adjusted ridership was up 50.4% from prior year due to the COVID-19 pandemic and the current stage of re-opening for the City of Chicago. The City of Chicago fully re-opened on June 11, 2021.
- Ridership for the year-to-date was 51.1 million and was 3.3 million lower than budget and 16.3 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 45.8% from the prior year-to-date.
- More details on ridership can be found in the March Ridership Report.

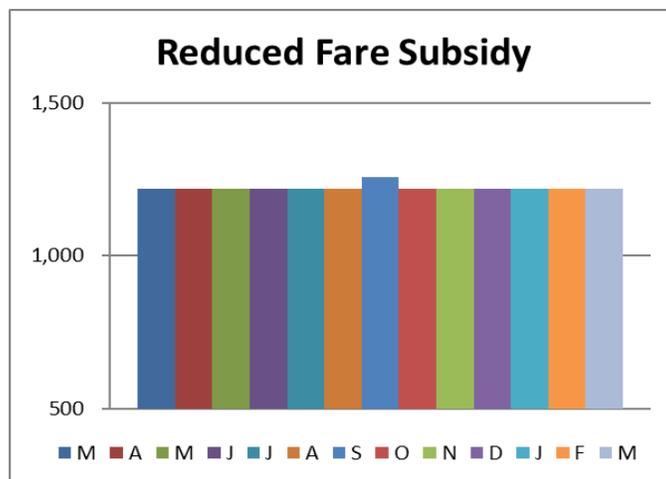
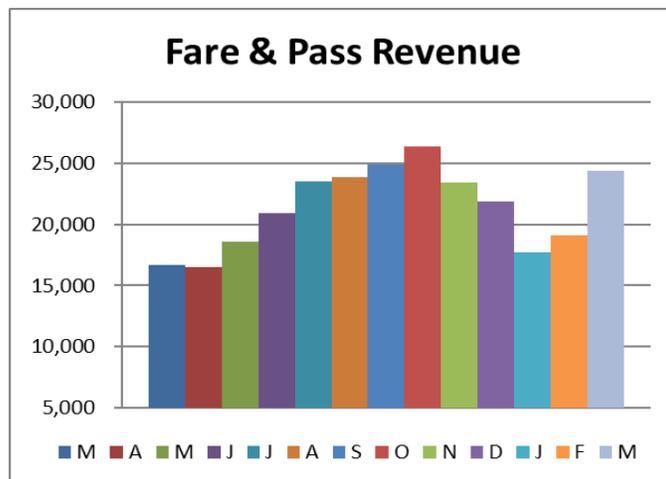
Cash & Liquidity



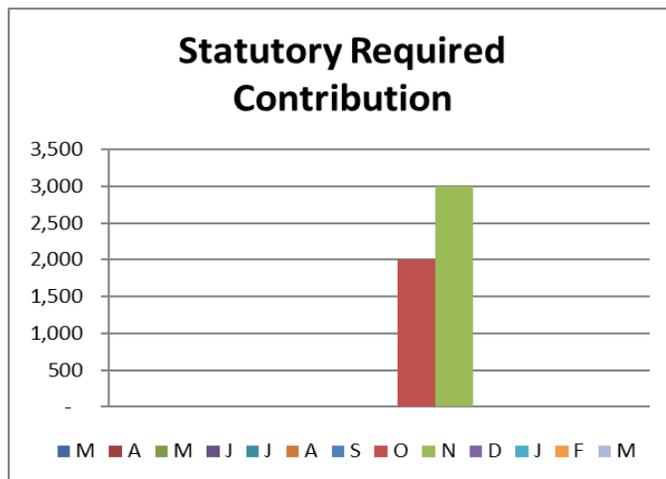
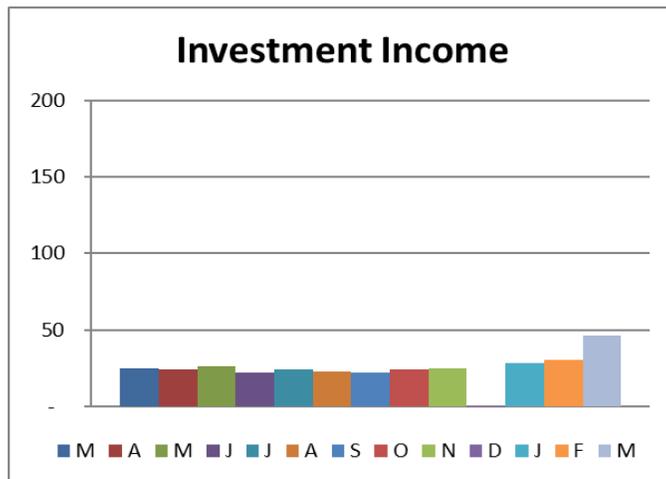
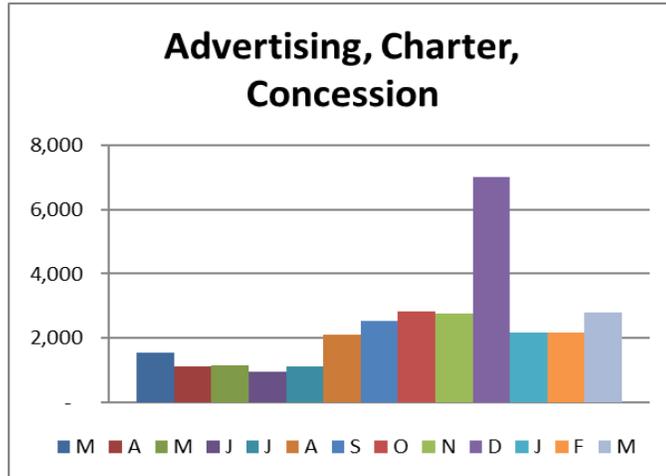
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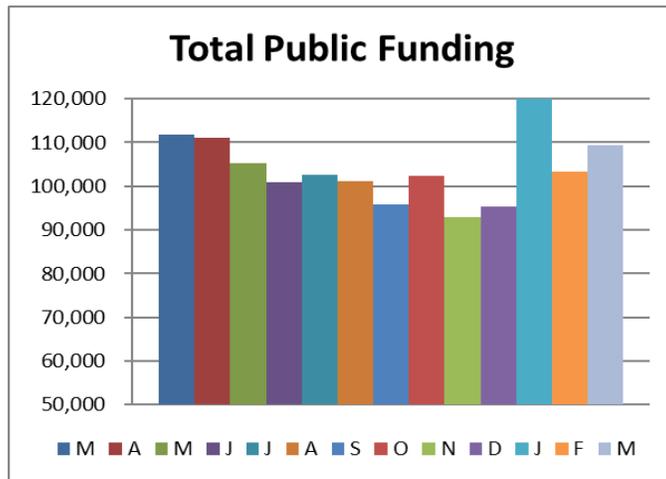
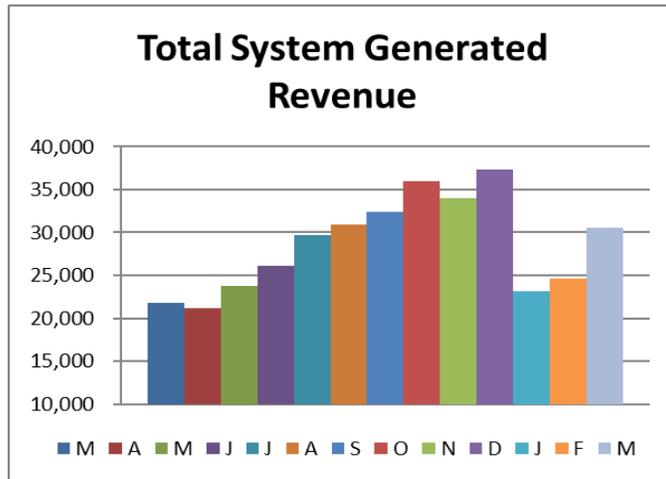
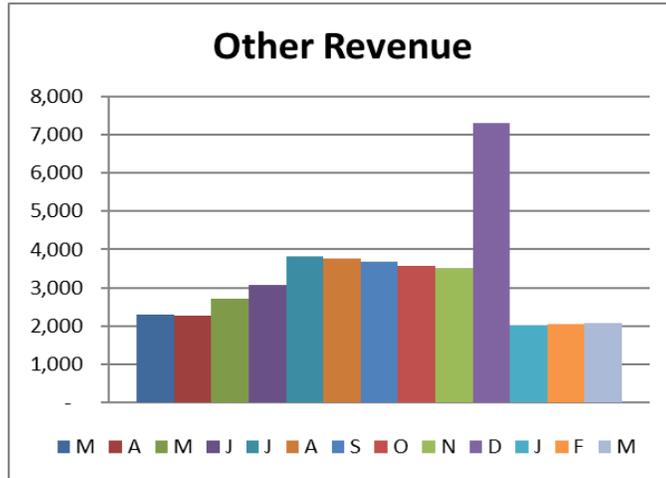
Revenue



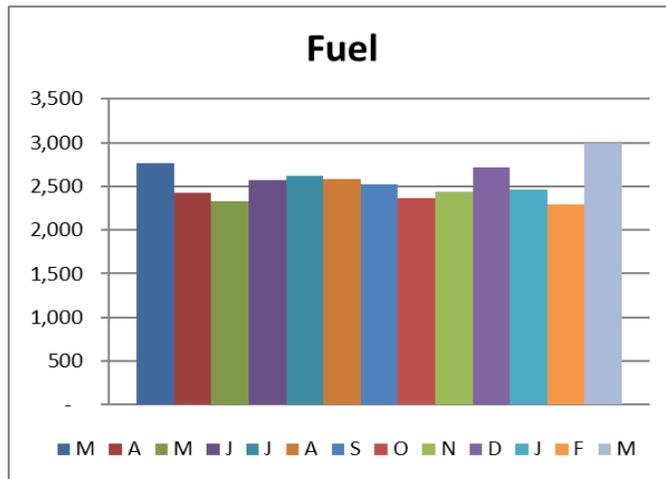
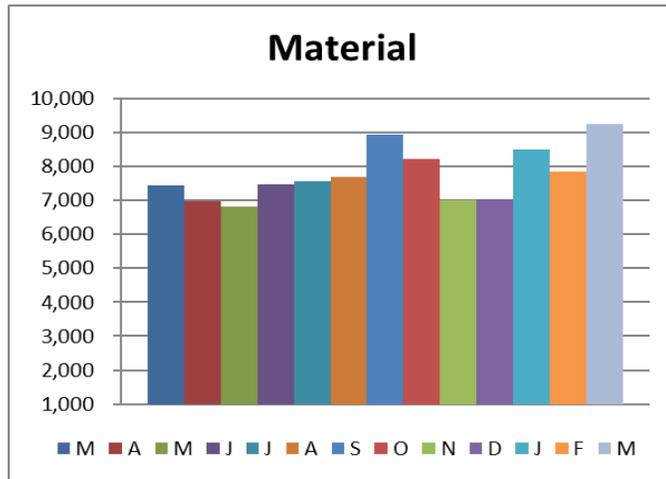
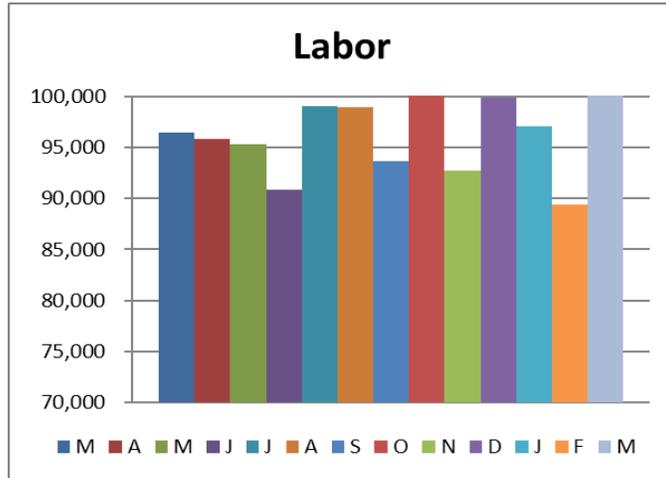
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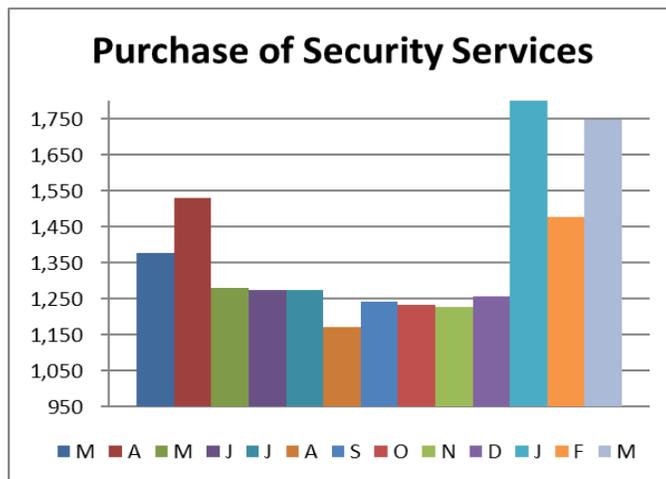
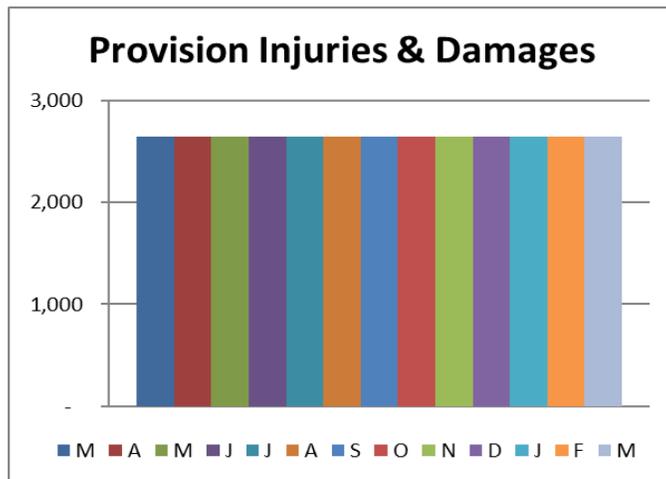
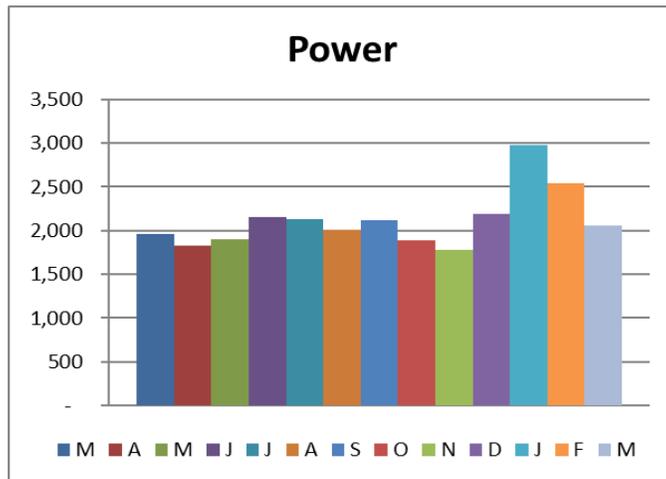
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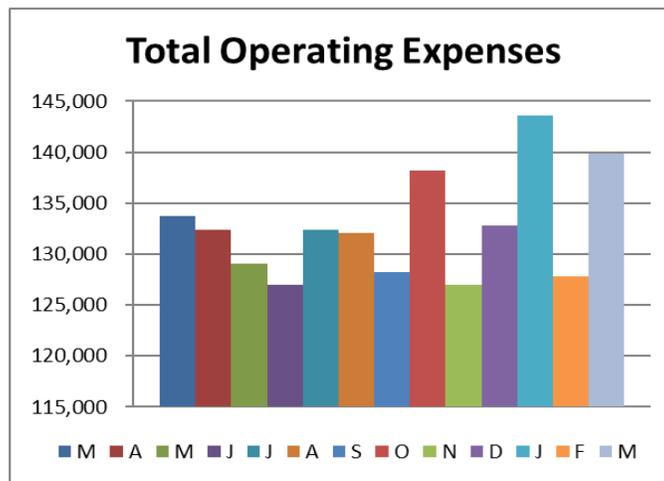
Expenses



Expenses Cont'd



Expenses Cont'd



Cash	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Unrestricted Cash	182	199	198	224	220	177	240	217	219	212	203	190	216
Damage Reserve	38	51	51	51	63	62	62	61	67	67	66	72	71
Funds Owed by RTA	284	276	289	288	321	350	354	386	392	408	449	353	290
Trust Portfolio Assets	578	597	617	434	445	461	536	543	557	421	422	446	854

Revenue	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Fare & Pass Revenue	16,671	16,530	18,605	20,884	23,489	23,848	24,907	26,337	23,456	21,860	17,751	19,132	24,407
Reduced Fare Subsidy	1,217	1,217	1,217	1,217	1,217	1,217	1,255	1,217	1,217	1,217	1,217	1,217	1,217
Advertising, Charter, Concession	1,551	1,105	1,154	941	1,124	2,121	2,532	2,839	2,779	7,006	2,187	2,171	2,786
Investment Income	25	24	26	22	24	23	22	24	25	(7)	28	30	46
Statutory Required Contribution	-	-	-	-	-	-	-	2,000	3,000	-	-	-	-
Other Revenue	2,289	2,281	2,712	3,074	3,806	3,762	3,692	3,562	3,512	7,295	2,008	2,035	2,063
Total System Generated Revenue	21,752	21,157	23,715	26,138	29,660	30,972	32,408	35,979	33,989	37,372	23,191	24,585	30,519
Total Public Funding	111,927	111,190	105,369	100,840	102,700	101,137	95,844	102,253	92,940	95,460	120,421	103,238	109,338

Expenses	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Labor	96,475	95,816	95,358	90,837	99,104	99,008	93,616	102,383	92,741	99,882	97,105	89,423	101,121
Material	7,443	6,976	6,828	7,455	7,567	7,682	8,927	8,225	7,001	7,020	8,491	7,829	9,227
Fuel	2,767	2,430	2,325	2,573	2,614	2,586	2,523	2,362	2,439	2,720	2,467	2,298	2,991
Power	1,955	1,833	1,900	2,158	2,126	2,015	2,124	1,889	1,781	2,191	2,975	2,537	2,053
Provision Injuries & Damages	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640
Purchase of Security Services	1,378	1,531	1,281	1,276	1,275	1,171	1,242	1,233	1,227	1,258	1,974	1,478	1,747
Other Expenses	21,021	21,121	18,752	20,039	17,036	17,007	17,180	19,500	19,100	17,121	27,962	21,619	20,077
Total Operating Expenses	133,679	132,347	129,083	126,979	132,361	132,109	128,252	138,232	126,929	132,832	143,613	127,823	139,857