



To: Chicago Transit Authority Board  
From: Jeremy Fine, Chief Financial Officer  
Re: Financial Results for February 2024  
Date: April 10, 2024

## I. Summary

CTA's financial results are \$8.8 million and \$19.0 million favorable to budget for February and year-to-date, respectively, primarily due to lower than anticipated labor costs. Public funding for 2024 collected year-to-date totaled \$115.2 million, which is \$1.5 million unfavorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$125.5 million of CRRSAA funding, which is approximately 34.7% of CTA's CRRSAA allocation, \$250.6 million of ARP funding, which is approximately 27.5% of CTA's ARP allocation, and \$29.8 million of ARP Discretionary funding, which is approximately 25.2% of CTA's ARP Discretionary allocation.

Ridership for the month was 23.7 million, which was 2.4 million higher than budget and 4.3 million higher than February 2023. Ridership year-to-date was 2.4 million higher than budget and 5.9 million higher than the prior year. The ridership increase over the prior year-to-date was due to continued recovery from the COVID-19 pandemic.

## II. Cash & Liquidity

The chart below highlights CTA's cash position at February 2024 compared to February 2023.

	February 2024	February 2023	Increase (Decrease)
Unrestricted Cash	\$ 148,911	\$ 167,767	\$ (18,856)
Damage Reserve	70,304	77,849	\$ (7,545)
Funds Owed by RTA	356,331	334,235	\$ 22,096
Trust Portfolio Assets	517,618	528,117	\$ (10,499)
Total Cash and Receivables	\$ 1,093,164	\$ 1,107,968	\$ (14,804)

CTA's total cash/receivables balance was equal to \$1.1 billion. Unrestricted cash was \$18.9 million lower than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$7.5 million lower than last year due to settlement payments offset by deposits into the fund. Funds owed by the RTA were approximately \$356.3 million which was \$22.1 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	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Fare & Pass Revenue	\$ 26,187	\$ 953	\$ 3,019	\$ 50,929	\$ 306	\$ 3,096

- Fare and pass revenue for February was \$1.0 million favorable to budget due to higher than expected pass revenue. It was \$3.0 million favorable to prior year primarily due to higher pass revenues in addition to bus and rail full fare revenue. The average fare for the month was \$1.11 per ride and was \$0.08 lower than budget and \$0.09 lower than the prior year.
- Year-to-date fare and pass revenue was \$0.3 million favorable to budget due to higher than expected pass revenue. It was \$3.1 million favorable to prior year due to the continued recovery from the COVID-19 pandemic. The average fare for the year was \$1.13 per ride and was \$0.06 lower than budget and \$0.09 lower than the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Reduced Fare Subsidy	\$ 1,321	\$ -	\$ 103	\$ 2,641	\$ -	\$ 207

- Reduced Fare Subsidy was on par with budget for the month and year-to-date and \$0.2 million favorable to prior year-to-date based on a higher expected reimbursement from the State in 2024 compared to 2023.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Advertising, Charter, Concession	\$ 2,869	\$ 15	\$ (1,089)	\$ 5,637	\$ (86)	\$ (1,114)

- Advertising, Charter and Concessions Revenue was slightly favorable to budget for the month. It was \$0.1 million unfavorable to budget for the year-to-date due to lower than anticipated concession and billboard revenues. This revenue category was \$1.1 million lower than prior year due to less vehicle and platform advertising revenues received in 2024.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Investment income	\$ 1,003	\$ 586	\$ 421	\$ 2,003	\$ 1,170	\$ 788

- Investment income was \$0.6 million and \$1.2 million favorable to budget for the month and the year-to-date, respectively. It was \$0.8 million higher than 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
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Other Revenue	\$ 1,983	\$ 98	\$ 123	\$ 3,864	\$ 93	\$ 235

- Other Revenue was \$0.1 million favorable to budget for both the month and the year-to-date due to higher than anticipated rental revenue and scrap material sales. Other revenue was \$0.1 million favorable to February 2023 and \$0.2 million favorable to the prior year-to-date due to higher non-capital grant revenue and scrap material sales. Higher non-capital grant revenue is offset by higher non-capital grant expense in the Other Expenses category.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Total System Generated Revenue	\$ 33,362	\$ 1,651	\$ 2,577	\$ 65,073	\$ 1,483	\$ 3,213

- Total System-Generated Revenue was \$1.7 million and \$1.5 million favorable to budget for the month and the year-to-date, respectively, due to higher than anticipated pass revenue and investment income. It was \$2.6 million and \$3.2 million higher than February 2023 and prior year-to-date, respectively, due to higher fare and pass revenue and investment income.

#### IV. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Labor	\$ 103,653	\$ 7,207	\$ (7,241)	\$ 211,591	\$ 16,505	\$ (15,039)

- Labor expense was \$7.2 million favorable to budget for the month and \$16.5 million favorable for the year-to-date due to lower than anticipated labor costs. Labor expense was \$7.2 million unfavorable to February 2023 and \$15.0 million unfavorable to prior year-to-date due to the impact of contractual wage increases and increased hiring efforts to fill vacant positions.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Material	\$ 10,504	\$ 12	\$ (1,163)	\$ 21,191	\$ 42	\$ (1,860)

- Material expense was slightly favorable to budget for both the month and the year-to-date. It was \$1.2 million unfavorable to February 2023 and \$1.9 million unfavorable to prior year-to-date due to the timing of vehicle part usage and the increase in cost of materials.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Fuel	\$ 3,346	\$ 710	\$ (202)	\$ 6,876	\$ 1,392	\$ (203)

- Fuel for Revenue Equipment expense was \$0.7 million favorable to budget in February and \$1.4 million favorable year-to-date due to lower than anticipated usage. Slightly higher usage accounts for the unfavorable variance to the prior year-to-date.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Power	\$ 3,271	\$ 62	\$ (1,794)	\$ 6,161	\$ 826	\$ (2,581)

- The Electric Power for Revenue Equipment expense was \$0.1 million and \$0.8 million favorable to budget for the month of February and the year-to-date, respectively, due to lower than anticipated usage. Traction power expense was \$2.6 million unfavorable to prior year-to-date due to higher ComEd rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Provision for Injuries & Damages	\$ 1,654	\$ -	\$ 29	\$ 3,308	\$ -	\$ 58

- The Provision for Injuries & Damages expense was on par with budget for the month and year-to-date. The expense was \$0.1 million favorable to the prior year-to-date due to funding requirements.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Purchase of Security Services	\$ 7,319	\$ (1,890)	\$ (3,830)	\$ 12,765	\$ (1,907)	\$ (5,876)

- Purchase of Security Services was \$1.9 million unfavorable to budget for the month and \$3.8 million unfavorable to February 2023 due to the timing of invoices and an increase in private security services. Year-to-date, expenses were \$1.9 million unfavorable to budget and \$5.9 million unfavorable to prior year due to the increase in private security services.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Other Expenses	\$ 28,248	\$ 1,076	\$ (5,281)	\$ 54,996	\$ 690	\$ (6,136)

- Other expenses were \$1.1 million favorable to budget for the month and \$0.7 million favorable to budget for the year-to-date due to the timing of contractual services invoices. Other expenses year-to-date were \$6.1 million unfavorable to prior year due to increased costs for contractual services and debt service for TIFIA loans. The other expense category includes the pension obligation bond expense, utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Total Operating Expenses	\$ 157,994	\$ 7,178	\$ (19,482)	\$ 316,890	\$ 17,548	\$ (31,637)

- Operating Expenses were \$7.2 million and \$17.5 million favorable to budget for the month and year-to-date, respectively, primarily due to lower than anticipated labor costs. The unfavorable variance to prior year-to-date was primarily due to higher labor costs in addition to higher security and other expenses.

## V. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Recovery Ratio	48.99%	(11.63)		43.37%	(17.91)	

- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 48.99% for the month. This was unfavorable to budget by 11.63 percentage points for the month. Year-to-date, the recovery ratio was 43.37%, which was unfavorable to budget by 17.91 percentage points and favorable to the RTA required recovery ratio of 42.00% by 1.37 percentage points. The RTA is including the Federal

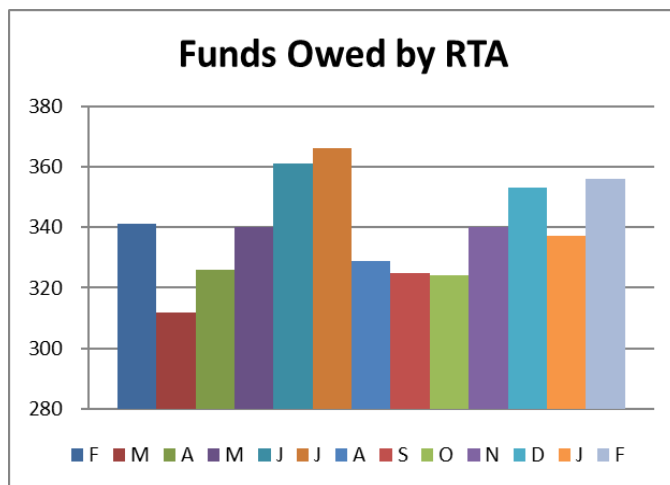
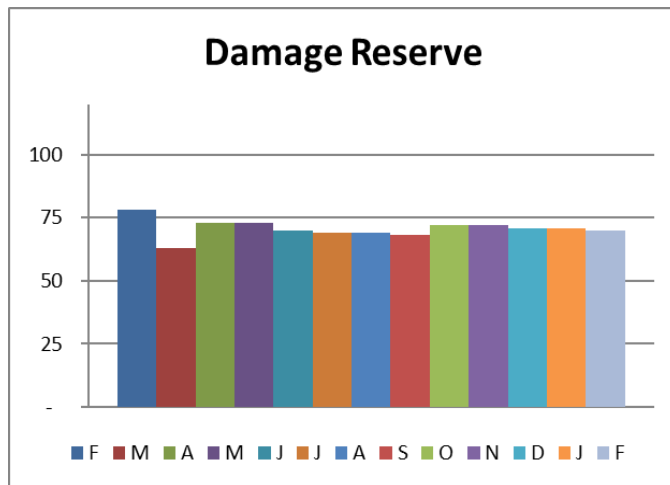
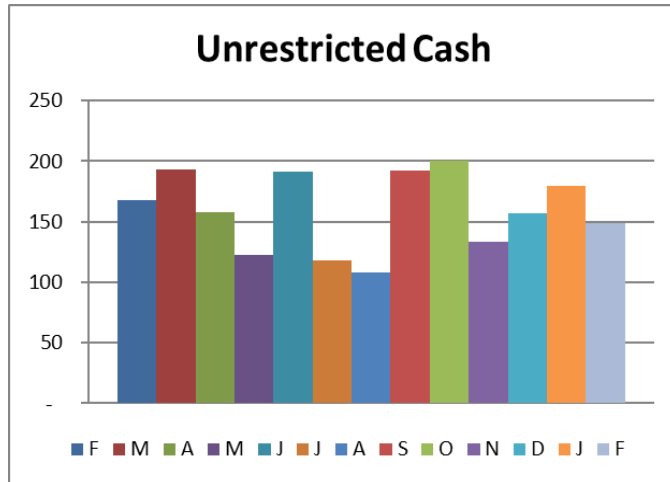
stimulus funds under the CARES, CRRSAA, and ARP Acts as replacement fare revenues for recovery ratio purposes. In late 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021, 2022, and 2023 due to the ongoing pandemic. The legislature further extended the waiver through 2025.

## VI. Ridership

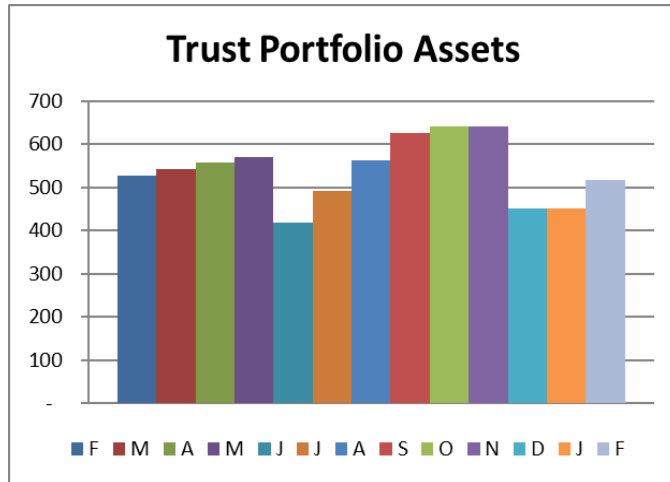
Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-24	Budget Feb-24	Prior Year Feb24 vs. Feb23	2024	Budget 2024	Prior Year 2023
Bus	14,408	1,570	2,804	27,292	1,817	3,985
Rail	7,911	672	1,308	15,176	576	1,688
Rail to Rail Transfers	1,389	122	230	2,676	37	233
<b>Total</b>	<b>23,708</b>	<b>2,364</b>	<b>4,342</b>	<b>45,144</b>	<b>2,430</b>	<b>5,906</b>

- Ridership for the month of February was 23.7 million and was 2.4 million higher than budget and 4.3 million higher than prior year.
- Calendar adjusted ridership was up 17.6% from prior year due to continued recovery from the COVID-19 pandemic.
- Ridership for the year-to-date was 45.1 million and was 2.4 million higher than budget and 5.9 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 11.6% from the prior year-to-date.
- More details on ridership can be found in the February Ridership Report.

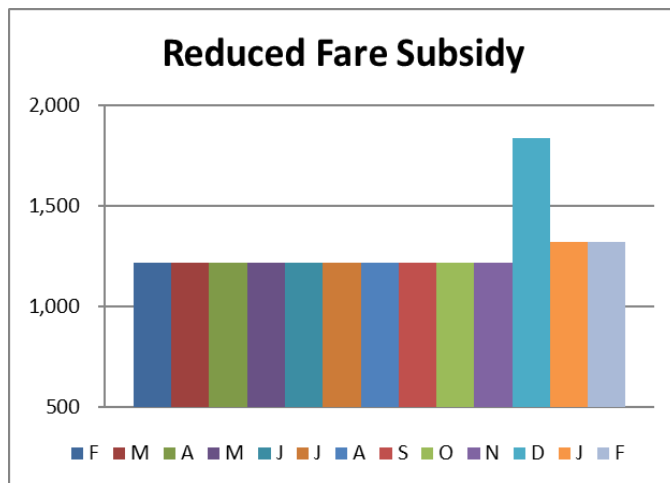
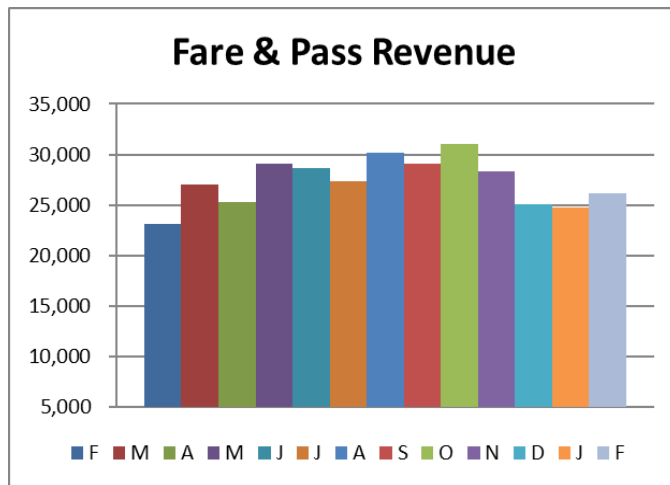
## Cash & Liquidity



Cash & Liquidity Cont'd

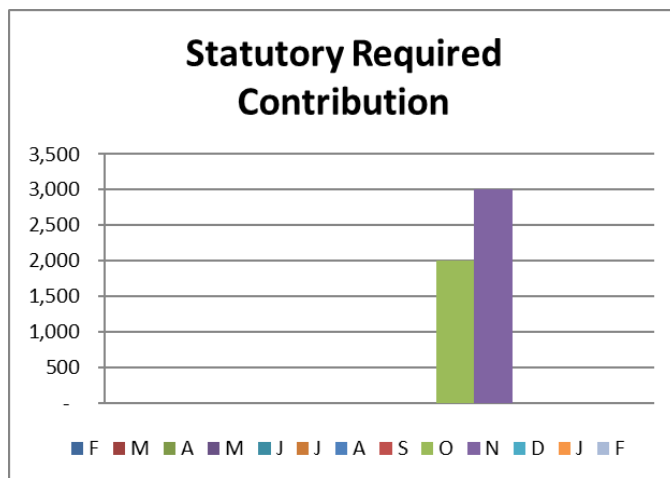
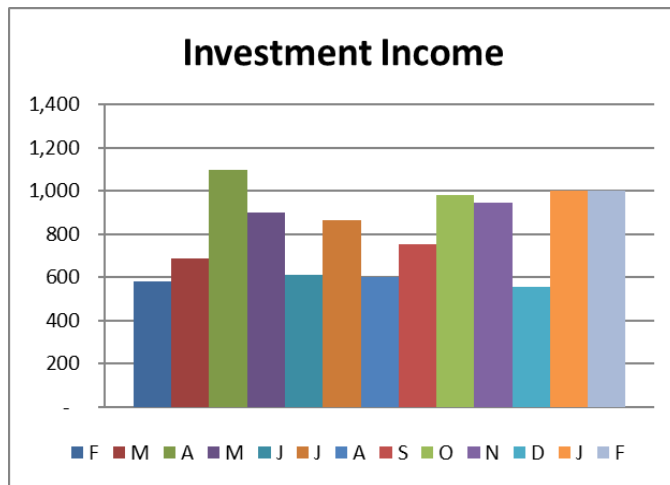
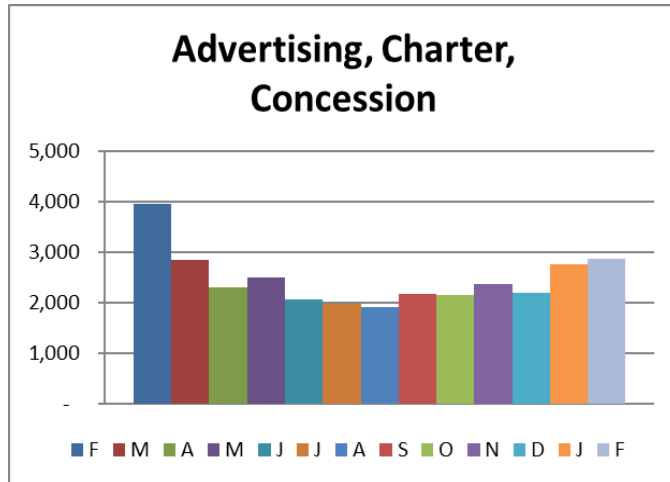


Revenue

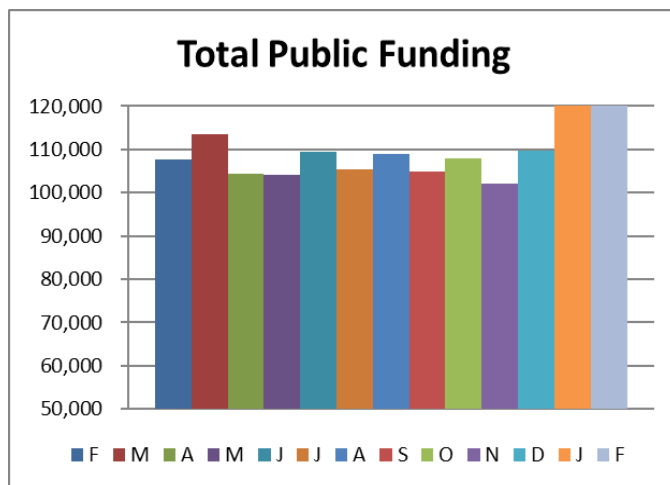
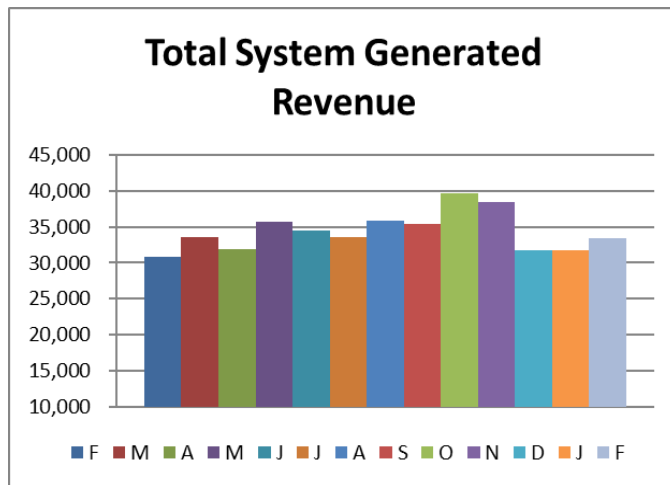
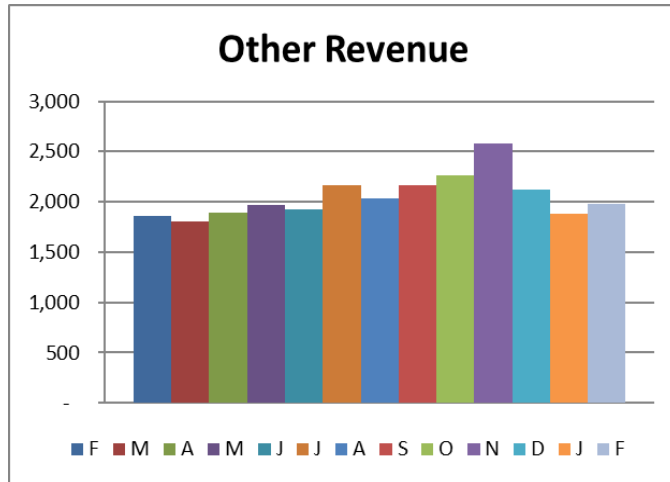




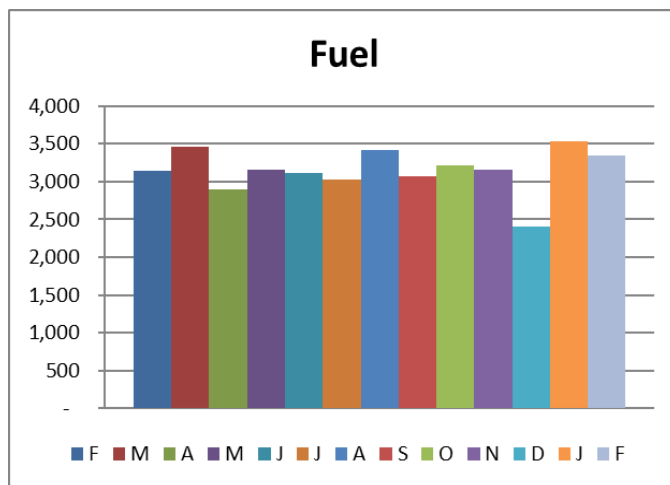
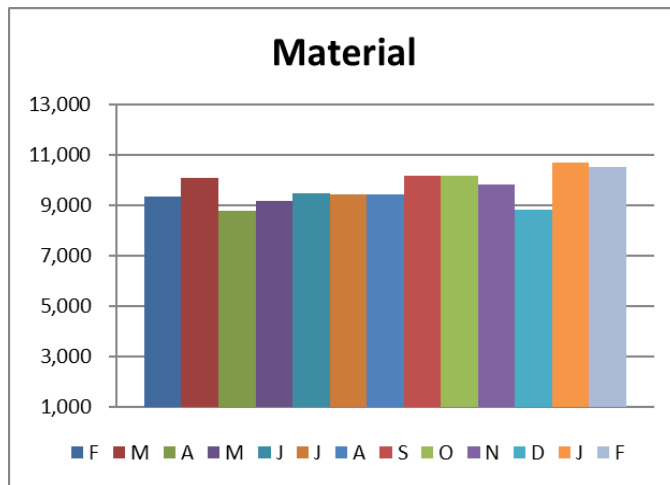
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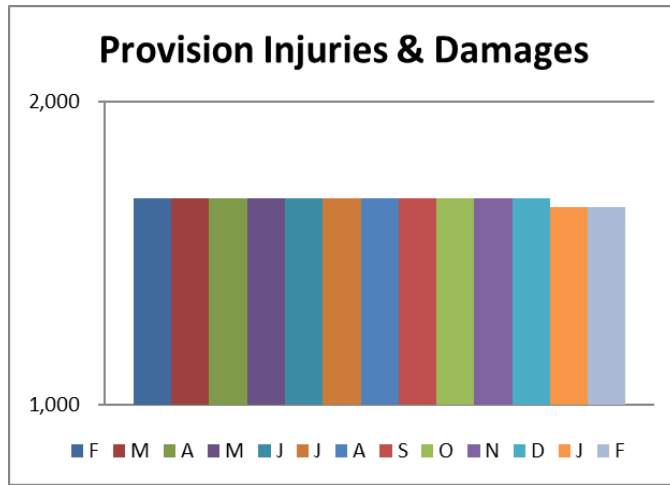
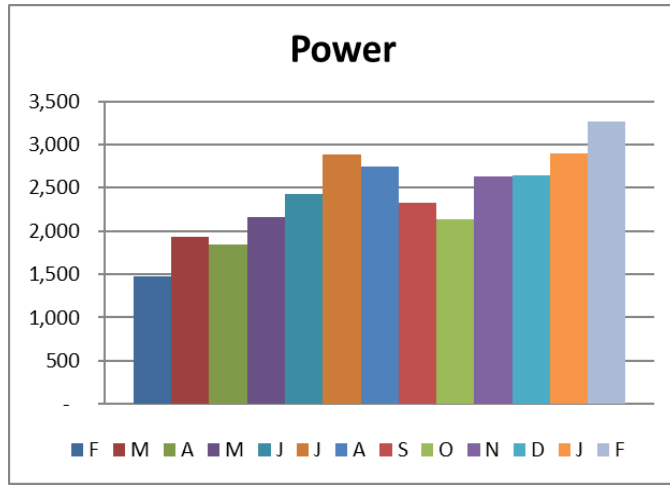
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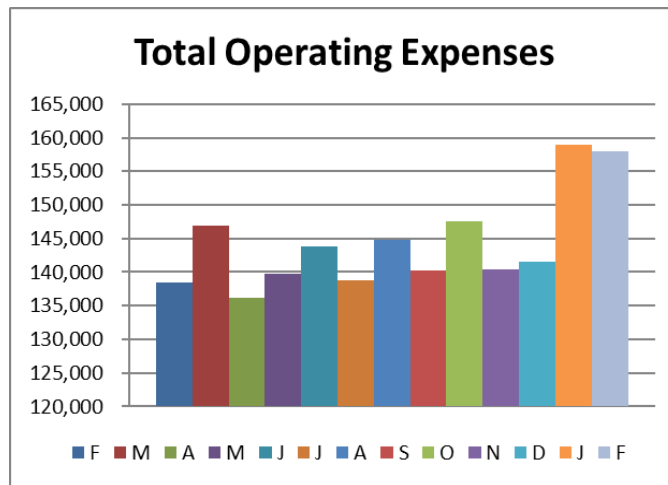
## Expenses



Expenses Cont'd



## Expenses Cont'd



Cash	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Unrestricted Cash	168	193	158	123	191	118	108	192	200	133	157	180	149
Damage Reserve	78	63	73	73	70	69	69	68	72	72	71	71	70
Funds Owed by RTA	341	312	326	340	361	366	329	325	324	340	353	337	356
Trust Portfolio Assets	528	542	558	571	419	492	563	626	641	641	452	451	518

Revenue	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Fare & Pass Revenue	23,168	26,982	25,320	29,088	28,602	27,329	30,118	29,118	30,989	28,368	25,065	24,741	26,187
Reduced Fare Subsidy	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,838	1,321	1,321
Advertising, Charter, Concession	3,957	2,846	2,311	2,504	2,060	1,984	1,923	2,171	2,164	2,366	2,205	2,768	2,869
Investment Income	582	689	1,099	901	613	866	602	751	979	947	553	1,000	1,003
Statutory Required Contribution	-	-	-	-	-	-	-	-	2,000	3,000	-	-	-
Other Revenue	1,860	1,800	1,888	1,966	1,920	2,162	2,038	2,169	2,261	2,579	2,120	1,881	1,983
Total System Generated Revenue	30,785	33,535	31,835	35,676	34,412	33,558	35,898	35,425	39,609	38,476	31,781	31,711	33,362
Total Public Funding	107,728	113,453	104,337	104,117	109,341	105,275	108,960	104,766	108,009	101,979	109,712	127,184	124,632

Expenses	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Labor	96,413	103,624	94,137	97,980	99,957	99,066	104,436	100,783	108,450	102,056	97,846	107,938	103,653
Material	9,341	10,080	8,773	9,167	9,463	9,416	9,447	10,175	10,184	9,812	8,825	10,687	10,504
Fuel	3,143	3,464	2,900	3,157	3,110	3,027	3,410	3,069	3,213	3,159	2,400	3,531	3,346
Power	1,476	1,935	1,847	2,156	2,422	2,880	2,750	2,325	2,138	2,625	2,640	2,891	3,271
Provision Injuries & Damages	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,654	1,654
Purchase of Security Services	3,489	3,576	4,317	4,753	4,986	5,509	5,994	6,325	6,790	6,699	7,977	5,446	7,319
Other Expenses	22,967	22,624	22,515	20,896	22,132	17,252	17,137	15,830	15,160	14,421	20,123	26,748	28,248
Total Operating Expenses	138,513	146,988	136,172	139,793	143,753	138,833	144,858	140,191	147,618	140,455	141,494	158,895	157,994