



To: Chicago Transit Authority Board  
 From: Tom McKone, Chief Financial Officer  
 Re: Financial Results for February 2026  
 Date: April 8, 2026

**I. Summary**

CTA’s financial results for February show a favorable variance of \$3.9 million, mainly due to lower labor, traction power, and contractual services expenses. For the year-to-date results, the CTA is \$1.5 million favorable to budget, primarily driven by lower traction power and contractual services expenses. Public funding collected for 2026 year-to-date totaled \$141.6 million, which is \$1.7 million favorable to budget.

Ridership for the month was 25.3 million, which was 2.4 million higher than budget and 1.5 million higher than February 2025. Ridership year-to-date was 3.8 million higher than the budget and 1.7 million higher than the prior year.

**II. Revenue**

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Fare & Pass Revenue	\$ 25,137	\$ (36)	\$ 612	\$ 51,085	\$ 239	\$ 677

In February, fare and pass revenue was consistent with the budget and ahead of last year, with unfavorable farebox revenue of \$500k, mainly from full-fare bus revenue, offset by favorable pass revenue of \$500k, driven by 30-day passes.

Fare and Pass revenue increased \$600k over 2025 due to 1 million more paid riders, mainly from 30-day passes. The average fare for the month was \$0.99 per ride, which was \$0.11 lower than the budgeted rate and \$0.04 lower than the average fare in the prior year. The unfavorable rate to budget was largely driven by an increase in unpaid rides related to a ridership reporting update. Year-to-date fare and pass revenue was \$0.2 million favorable to budget due to higher 30-day pass revenue. Compared to the previous year, revenue increased \$0.7 million, largely attributable to higher 30-day and 1-day pass revenue. The average fare for the year was \$1.03, which was \$0.08 lower than the budgeted rate and \$0.02 lower than the average fare in the prior year. Excluding the impact of the change in reporting, the rate per rider was only \$0.02 below budget.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Reduced Fare Subsidy	\$ 1,598	\$ -	\$ 145	\$ 3,196	\$ -	\$ 291

The Reduced Fare Subsidy was on par with budget for the month and year-to-date. It was \$0.1 million and \$0.3 million favorable over February 2025 and the year-to-date, respectively, due to a higher reimbursement from the State in 2026 compared to 2025.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Advertising, Charter, Concession	\$ 2,578	\$ (290)	\$ 148	\$ 5,120	\$ (611)	\$ 182

Advertising, Charter, and Concessions Revenue was \$0.3 million and \$0.6 million unfavorable to budget for the month and year-to-date, respectively, primarily due to lower-than-expected vehicle and platform advertising revenue. Year-to-date, revenue was \$0.2 million higher than the prior year due to an increase in vehicle and platform advertising revenue.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Investment income	\$ 925	\$ (376)	\$ (1,995)	\$ 2,432	\$ (300)	\$ (3,023)

Investment income was \$0.4 million and \$0.3 million unfavorable to budget for the month and year-to-date, respectively. In total, it was \$3.0 million lower than prior year due to a decrease in the cash and investments balance as CTA continues to draw down the designated operating reserve.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Other Revenue	\$ 2,107	\$ 208	\$ (170)	\$ 4,390	\$ 574	\$ (297)

Other Revenue was \$0.2 million and \$0.6 million favorable to budget for the month and year to date, respectively, due to higher-than-expected non-capital grant revenue compared to prior year, Other Revenue was \$0.2 million lower for the month and \$0.3 million lower year-to-date, primarily due to decreased rental and non-capital grant revenues. Non-capital grant revenue is balanced by a corresponding amount in non-capital grant expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Total System Generated Revenue	\$ 32,345	\$ (495)	\$ (1,259)	\$ 66,223	\$ (99)	\$ (2,171)

Total System-Generated Revenue was \$0.5 million unfavorable to budget for the month, primarily due to lower-than-anticipated fare revenue and investment income. For the year-to-date, total system revenue was \$0.1 million unfavorable to budget due to lower fare revenue and vehicle and platform advertising revenue, which was partially offset by higher pass revenue. Compared to 2025, revenue decreased by \$1.3 million for the month and \$2.2 million year-to-date, primarily due to lower investment income, as anticipated.

### III. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Labor	\$ 118,602	\$ 1,428	\$ (5,777)	\$ 246,578	\$ 581	\$ (13,051)

Labor expense was \$1.4 million favorable to budget for the month and \$0.6 million favorable year-to-date due to the timing of filling open positions. Labor expense was \$5.8 million higher than February 2025 and total labor expense was \$13.1 million higher than prior year-to-date primarily due to contractual wage rate increases and increased staffing necessary for service delivery, resulting in a 5% increase in scheduled Transit Operation (STO) hours worked over the prior year. In particular, the increase in service with the Frequent Bus Network rolled out gradually in 2025 is now fully in place.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Material	\$ 11,261	\$ 1,112	\$ (1,167)	\$ 25,397	\$ (110)	\$ (3,475)

Material expense was \$1.1 million favorable to budget for the month and \$0.1 million unfavorable to budget for the year-to-date due to the timing of bus vehicle parts consumption. Material expense was \$1.2 million higher than February 2025 and \$3.5 million higher than the prior year-to-date due to higher than anticipated bus vehicle parts consumption.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Fuel	\$ 3,859	\$ (251)	\$ (298)	\$ 7,766	\$ (152)	\$ (196)

Fuel for Revenue Equipment expense was \$0.3 million unfavorable to budget for the month, and \$0.2 million unfavorable year-to-date driven by higher-than-expected usage. Compared to prior

year, fuel is \$0.3 million higher for February and \$0.2 million higher year-to-date driven by higher usage related to additional service, with fuel consumption up 0.1 million gallons over prior year-to-date. Actual rate per gallon was \$2.87 compared to the budgeted rate of \$2.79 per gallon and prior year rate of \$2.84. Year-to-date actual rate per gallon was \$2.79 compared to the budgeted rate of \$2.78 per gallon and prior year rate of \$2.80.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Power	\$ 2,938	\$ 1,408	\$ 2,329	\$ 6,714	\$ 2,739	\$ 3,621

Traction Power for Revenue Equipment expense was \$1.4 million and \$2.7 million favorable to budget for the month and year-to-date, respectively, due to lower-than-expected ComEd rates. Traction power expense was \$2.3 million lower than February 2025 and \$3.6 million lower than prior year-to-date due to lower ComEd rates. The estimated budget rate per MWh is \$121.74, which is \$3.58 higher than the YTD budgeted rate of \$118.16.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Provision for Injuries & Damages	\$ 2,903	\$ -	\$ (1,048)	\$ 5,807	\$ -	\$ (2,096)

The Provision for Injuries & Damages expense was on par with budget for both the month and the year-to-date. The expense was \$2.1 million unfavorable to the prior year-to-date due to funding requirements.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Purchase of Security Services	\$ 8,853	\$ (2,007)	\$ (951)	\$ 17,799	\$ (4,108)	\$ (2,177)

Purchase of Security Services was \$2.1 million and \$4.1 million unfavorable to budget for the month and year-to-date, respectively, driven by an increase in police and security guard expenses consistent with CTA's security plan. Compared to 2025, expenses were \$1.0 million higher for the month and \$2.2 million higher for the year-to-date due to additional police and private security deployments on the system in 2026.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Feb-26	Budget Feb-26	Prior Year Feb26 vs. Feb25	2026	Budget 2026	Prior Year 2025
Other Expenses	\$ 25,822	\$ 2,706	\$ 2,623	\$ 51,331	\$ 2,675	\$ 5,475

Other expenses were \$2.7 million favorable to budget for both the month and year-to-date, primarily driven by favorable variances in contractual services due to the timing of invoice payments.

The other expense category includes the pension obligation bond expense, utilities, maintenance contracts, services, and other expenses.

Category	Current Month			Full Year		
	Actual Feb-26	Variance to Budget Feb-26	Variance to Prior Year Feb26 vs. Feb25	Actual 2026	Variance to Budget 2026	Variance to Prior Year 2025
Total Operating Expenses	\$ 174,238	\$ 4,395	\$ (4,290)	\$ 361,391	\$ 1,625	\$ (11,898)

Operating Expenses were \$4.4 million favorable to budget for the month due to lower other expenses, labor costs, and traction power expense. For the year-to-date, expenses were \$1.6 million favorable due to lower traction power and other expenses. Compared to the prior year, expenses were \$4.3 million higher for the month and \$11.9 million higher year-to-date, mainly due to increased labor costs as detailed above.

#### IV. Recovery Ratio

Category	Current Month			Full Year		
	Actual Feb-26	Variance to Budget Feb-26	Variance to Prior Year Feb26 vs. Feb25	Actual 2026	Variance to Budget 2026	Variance to Prior Year 2025
Recovery Ratio	21.21%	0.53		20.84%	0.30	

Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues against overall expenses, was 21.21% for the month. This was favorable to budget by 0.53 percentage points for the month and favorable to the RTA required recovery ratio of 20.00% by 1.21 percentage points. For 2026, the Northern Illinois Transit Authority Act waives the statutory recovery ratio requirement.

#### V. Ridership

Category	Current Month			Full Year		
	Actual Feb-26	Variance to Budget Feb-26	Variance to Prior Year Feb26 vs. Feb25	Actual 2026	Variance to Budget 2026	Variance to Prior Year 2025
Bus	15,591	1,671	758	30,441	2,800	787
Rail	8,385	677	737	16,584	915	935
Rail to Rail Transfers	1,359	56	15	2,700	93	(3)
Total	25,335	2,404	1,510	49,725	3,807	1,719

- Ridership for February was 25.3 million, 2.4 million higher than budget and 1.5 million higher than prior year. Excluding free rides and transfers, ridership was 0.6 million higher than budget.
- Calendar adjusted ridership was up 6.3% from prior year due to increased ridership from CTA's continued expansion of service delivery.

- Ridership for the year-to-date was 49.7 million, 3.8 million higher than budget and 1.7 million higher than the prior year-to-date. Excluding free rides and transfers, ridership was 0.6 million higher than budget.
- Calendar adjusted ridership was up 4.3% from the prior year-to-date.
- More details on ridership can be found in the February Ridership Report.

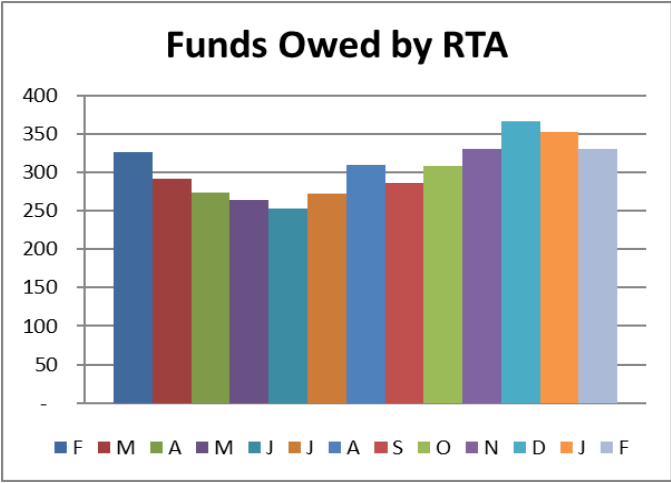
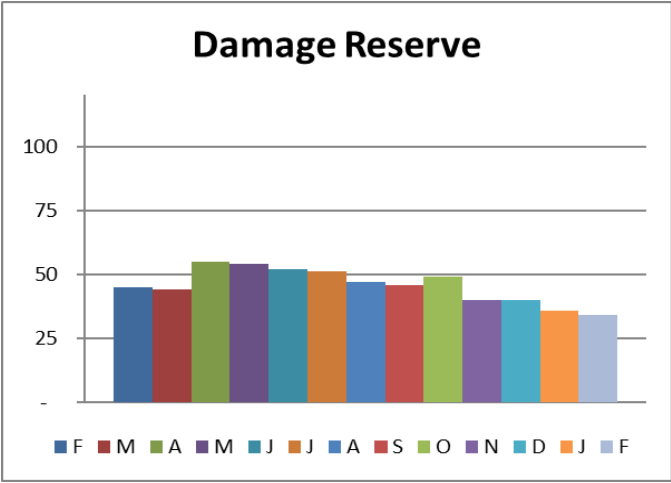
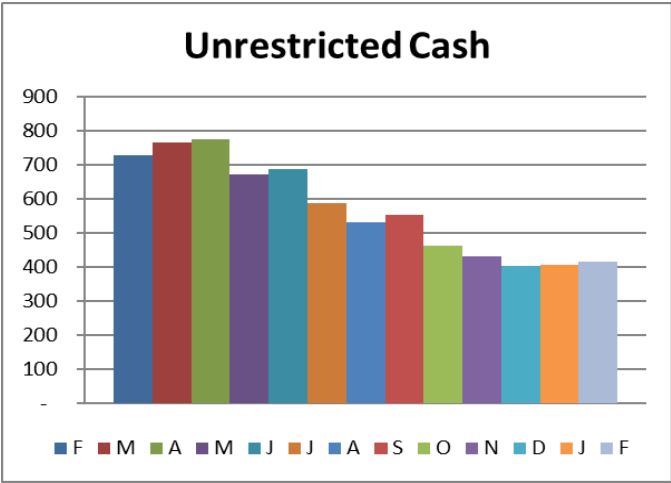
## VI. Cash & Liquidity

The chart below highlights CTA's cash position in February 2026 compared to February 2025.

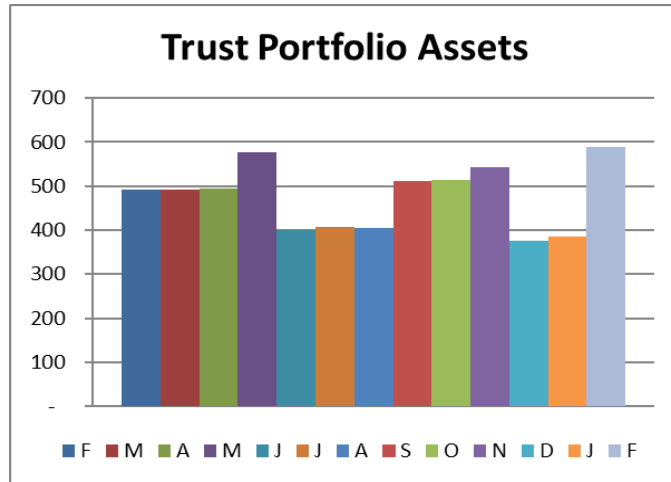
	February 2026	February 2025	Increase (Decrease)
Unrestricted Cash	\$ 416,327	\$ 726,526	\$ (310,199)
Damage Reserve	34,367	45,055	\$ (10,688)
Funds Owed by RTA	329,865	343,154	\$ (13,289)
Trust Portfolio Assets	590,131	491,292	\$ 98,839
Total Cash and Receivables	\$ 1,370,690	\$ 1,606,027	\$ (235,337)

CTA's total cash/receivables balance was \$1.4 billion. Unrestricted cash was \$310.2 million lower than the prior year, primarily due to the drawdown of designated relief funds as they were utilized throughout 2025, in addition to the timing of cash receipts and invoice payments. A total of \$44.9 million was used from the designated reserve in February, with a remaining balance of \$172.9 million at the end of February. The Damage Reserve fund was \$10.7 million lower than last year due to settlement payments in 2025 and 2026, including YTD payments totaling \$5.3 million, offset by deposits into the fund. Funds owed by the RTA were approximately \$329.9 million, which was \$13.3 million lower than the prior year due to the timing of payments from the State. CTA continues to work closely with the RTA to monitor their receivable balance owed; Trust Portfolio Assets represent bond proceeds held in Trust for funding capital projects and making required debt service payments and therefore decrease when payments are made.

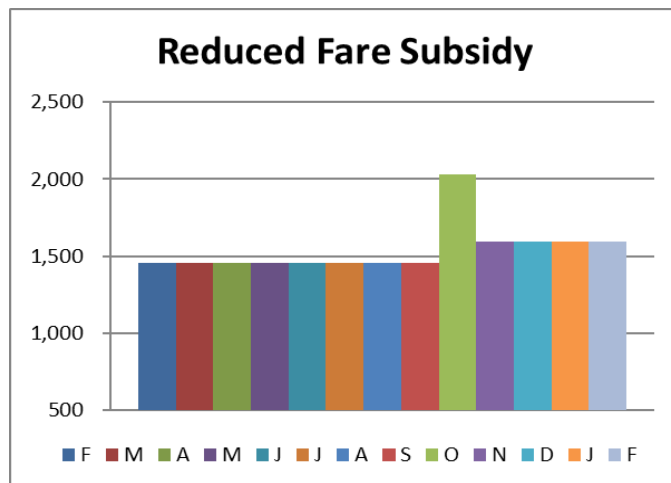
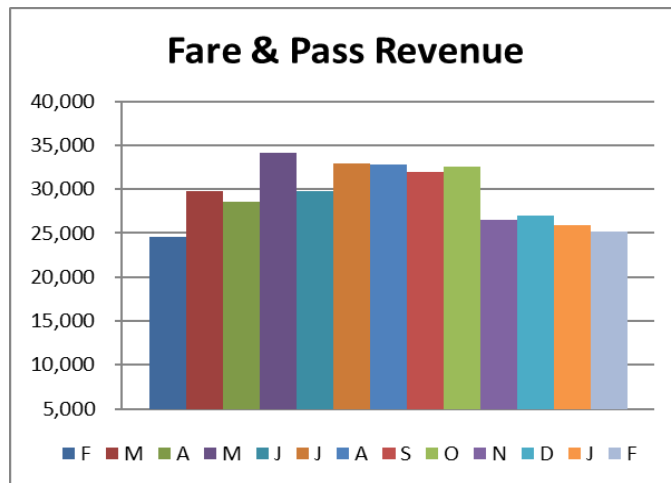
Cash & Liquidity



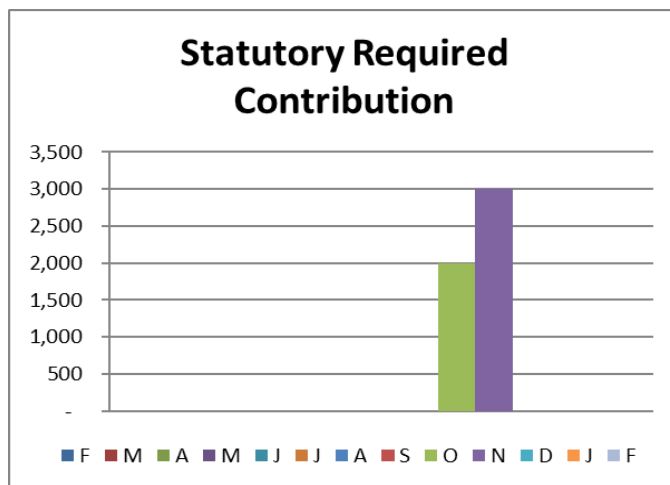
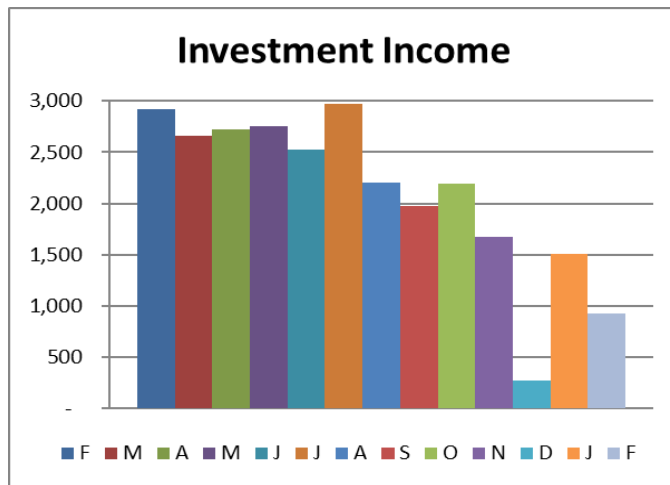
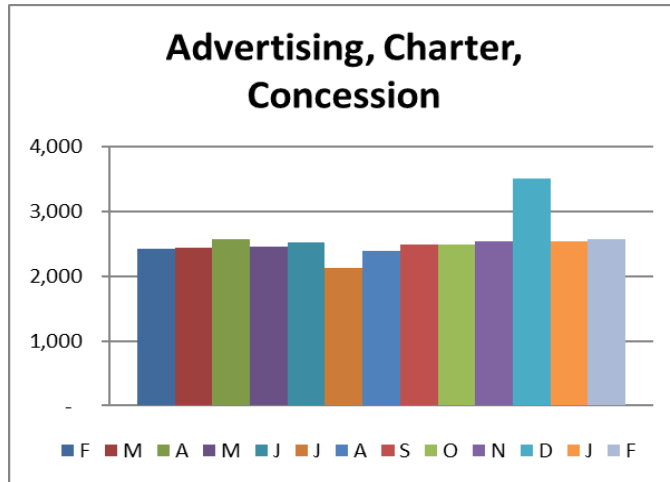
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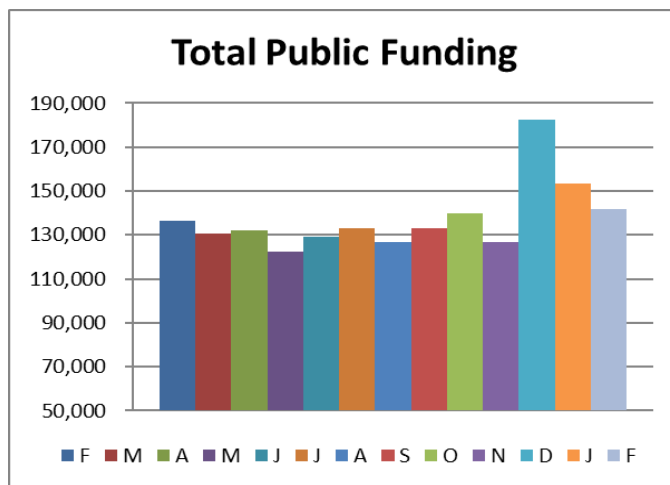
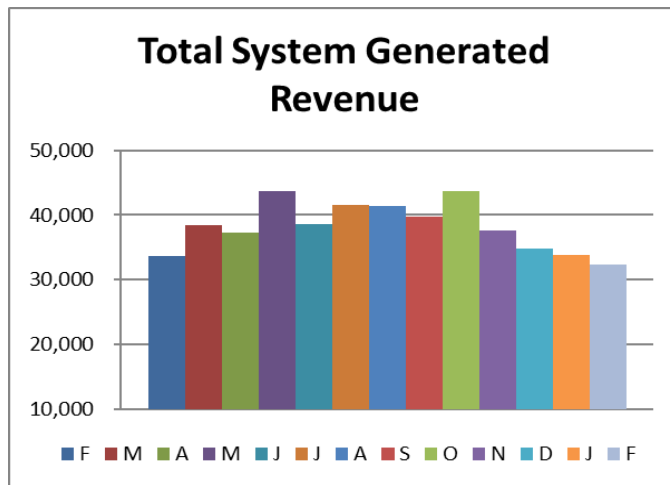
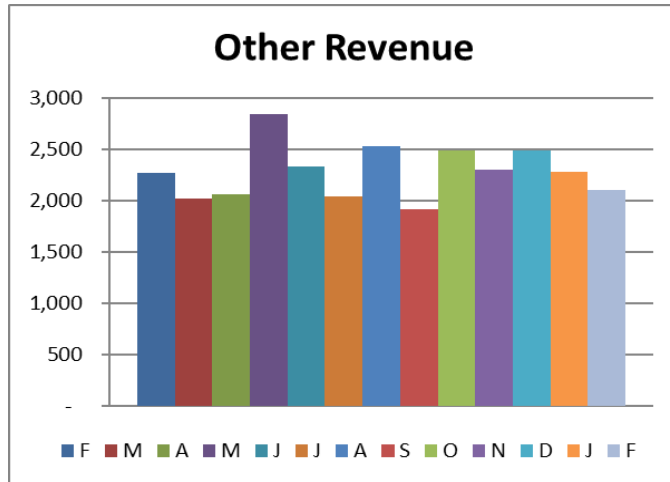
Revenue



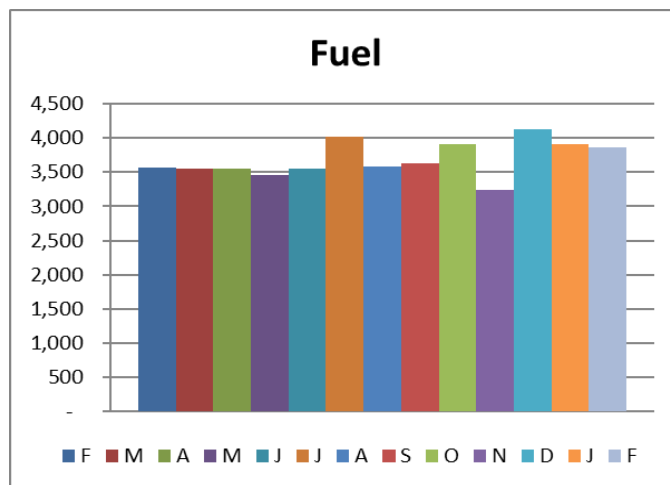
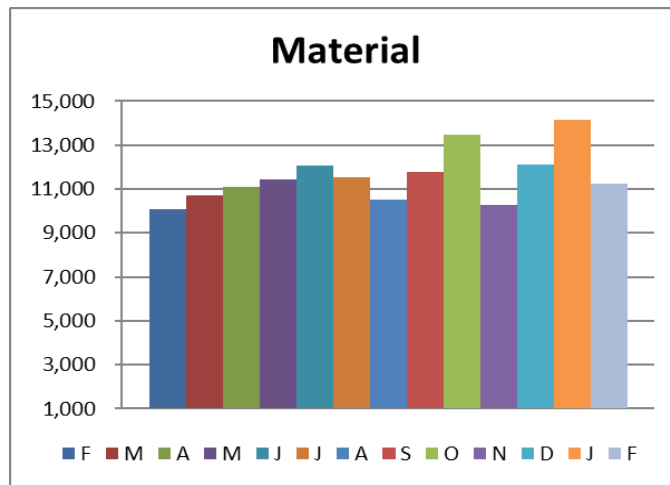
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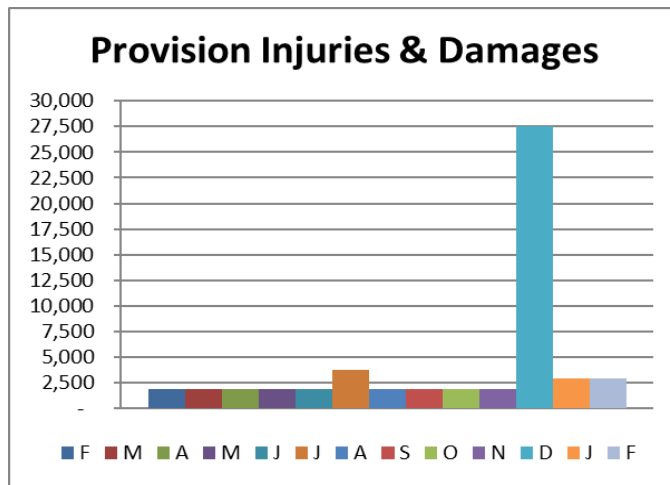
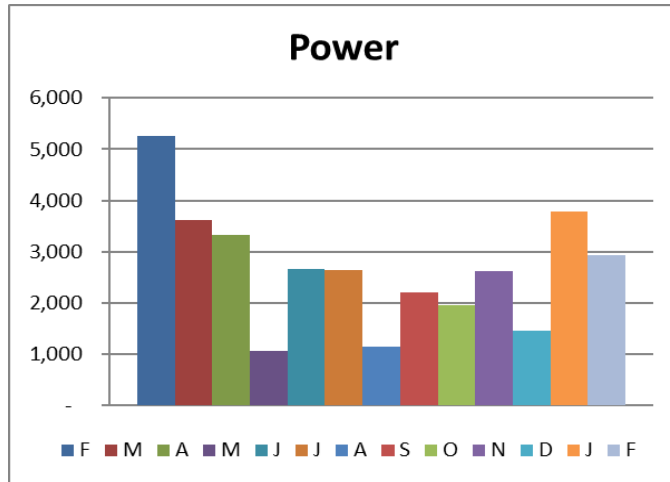
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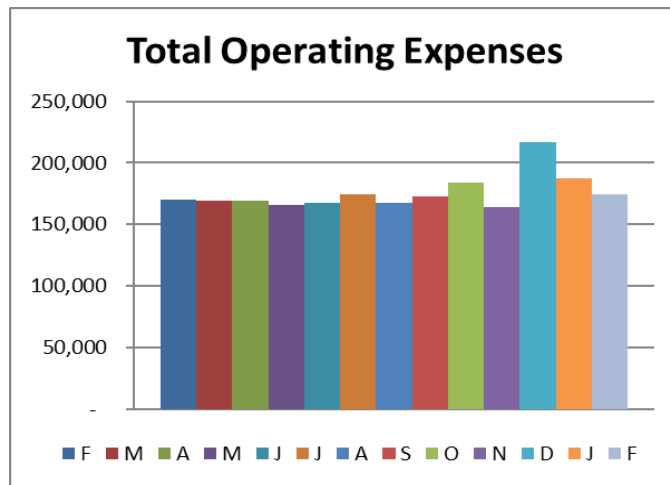
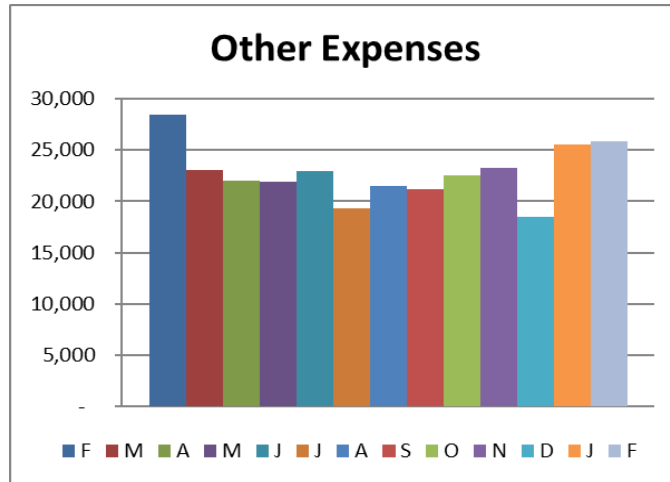
## Expenses



Expenses Cont'd



Expenses Cont'd



<b>Cash</b>	<b>Feb-25</b>	<b>Mar-25</b>	<b>Apr-25</b>	<b>May-25</b>	<b>Jun-25</b>	<b>Jul-25</b>	<b>Aug-25</b>	<b>Sep-25</b>	<b>Oct-25</b>	<b>Nov-25</b>	<b>Dec-25</b>	<b>Jan-26</b>	<b>Feb-26</b>
Unrestricted Cash	727	765	775	672	687	586	532	553	463	430	402	406	416
Damage Reserve	45	44	55	54	52	51	47	46	49	40	40	36	34
Funds Owed by RTA	326	291	273	264	253	272	309	286	308	330	366	353	330
Trust Portfolio Assets	491	493	495	577	401	407	406	511	513	542	375	386	590

<b>Revenue</b>	<b>Feb-25</b>	<b>Mar-25</b>	<b>Apr-25</b>	<b>May-25</b>	<b>Jun-25</b>	<b>Jul-25</b>	<b>Aug-25</b>	<b>Sep-25</b>	<b>Oct-25</b>	<b>Nov-25</b>	<b>Dec-25</b>	<b>Jan-26</b>	<b>Feb-26</b>
Fare & Pass Revenue	24,525	29,816	28,537	34,147	29,774	32,880	32,844	31,974	32,514	26,531	27,003	25,948	25,137
Reduced Fare Subsidy	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	2,034	1,598	1,598	1,598	1,598
Advertising, Charter, Concession	2,430	2,445	2,566	2,461	2,531	2,134	2,389	2,482	2,487	2,534	3,508	2,542	2,578
Investment Income	2,919	2,662	2,720	2,757	2,523	2,969	2,207	1,973	2,194	1,673	275	1,507	925
Statutory Required Contribution	-	-	-	-	-	-	-	-	2,000	3,000	-	-	-
Other Revenue	2,277	2,018	2,059	2,841	2,333	2,039	2,532	1,923	2,487	2,308	2,492	2,283	2,107
Total System Generated Revenue	33,604	38,393	37,334	43,659	38,614	41,474	41,424	39,805	43,716	37,645	34,875	33,878	32,345
Total Public Funding	136,344	130,476	131,937	122,210	129,165	133,126	126,485	133,119	139,851	126,848	182,343	153,276	141,893

<b>Expenses</b>	<b>Feb-25</b>	<b>Mar-25</b>	<b>Apr-25</b>	<b>May-25</b>	<b>Jun-25</b>	<b>Jul-25</b>	<b>Aug-25</b>	<b>Sep-25</b>	<b>Oct-25</b>	<b>Nov-25</b>	<b>Dec-25</b>	<b>Jan-26</b>	<b>Feb-26</b>
Labor	112,825	119,367	121,444	119,140	118,042	126,116	122,508	125,013	132,680	116,060	144,502	127,976	118,602
Material	10,093	10,687	11,118	11,446	12,076	11,551	10,504	11,768	13,464	10,280	12,115	14,136	11,261
Fuel	3,561	3,553	3,549	3,458	3,555	4,014	3,582	3,628	3,902	3,235	4,126	3,906	3,859
Power	5,267	3,613	3,334	1,069	2,673	2,651	1,141	2,212	1,957	2,618	1,460	3,776	2,938
Provision Injuries & Damages	1,855	1,855	1,855	1,855	1,855	3,710	1,855	1,855	1,855	1,855	27,560	2,903	2,903
Purchase of Security Services	7,902	6,728	5,942	7,001	6,666	7,203	6,804	7,274	7,168	7,150	9,016	8,947	8,853
Other Expenses	28,445	23,066	22,028	21,900	22,911	19,354	21,515	21,174	22,541	23,295	18,438	25,509	25,822
Total Operating Expenses	169,948	168,869	169,271	165,869	167,778	174,600	167,909	172,924	183,567	164,493	217,218	187,154	174,238