



To: Chicago Transit Authority Board  
 From: Tom McKone, Chief Financial Officer  
 Re: Financial Results for November 2025  
 Date: January 14, 2026

**I. Summary**

CTA’s financial results for November show a favorable variance of \$4.9 million, mainly due to higher-than-budgeted investment income and lower-than-budgeted material, traction power, and contractual services expenses. For the year-to-date results, the CTA is \$95.5 million favorable to budget, primarily driven by higher-than-budgeted investment income and lower-than-anticipated material, traction power, and contractual services expenses. Public funding collected for 2025 year-to-date totaled \$1,028.7 million, which is \$114.0 million favorable to budget.

Ridership for the month was 24.9 million, which was 4.4 million lower than budget and 0.1 million lower than November 2024. Ridership year-to-date was 38.8 million lower than the budget but 9.7 million higher than the prior year.

**II. Revenue**

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Fare & Pass Revenue	\$ 26,531	\$ (3,409)	\$ (1,772)	\$ 329,425	\$ (10,902)	\$ 4,183

In November, fare and pass revenue was \$3.4 million unfavorable to budget, primarily due to lower-than-expected bus cash fare, full fare bus and rail revenue, and lower 7-day pass revenue. Compared to prior year, this reflects a revenue decrease of \$1.8 million, primarily attributed to lower bus cash fare, full fare bus revenues, lower 7-day pass revenue, and a one-time adjustment for CPS 2 ride ticket replacement orders. The average fare for the month was \$1.07 per ride, which was \$0.04 higher than the budgeted rate and \$0.07 lower than the average fare in the prior year.

Year-to-date fare and pass revenue was \$10.9 million lower than budget, due to lower-than-expected bus cash fare, full fare bus and rail revenue, and 7-day pass revenue. Compared to the previous year, revenue increased \$4.2 million, largely attributable to higher pass revenue from 30-day and 1-day pass revenues, and higher full fare farecard for both bus and rail. The average fare for the year is \$1.11 per ride, which is \$0.10 higher than the budgeted rate and \$0.02 lower than last year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Reduced Fare Subsidy	\$ 1,598	\$ 145	\$ (383)	\$ 16,706	\$ 727	\$ 1,519

The Reduced Fare Subsidy was \$0.1 million and \$0.7 million favorable to budget for the month and year-to-date, respectively. It was \$0.4 million unfavorable over November 2024 due to timing, and \$1.5 million higher for the year-to-date, due to a higher reimbursement from the State in 2025 compared to 2024.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Advertising, Charter, Concession	\$ 2,534	\$ (224)	\$ 124	\$ 26,967	\$ (3,214)	\$ (1,916)

Advertising, Charter, and Concessions Revenue was \$0.2 million and \$3.2 million unfavorable to budget for the month and year-to-date, respectively, primarily due to lower-than-expected vehicle and platform advertising revenue based on the timing of payments under a revised schedule in the amended advertising agency contract. Year-to-date, revenue was \$1.9 million lower than the prior year, also driven by the timing of payments under the revised schedule.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Investment income	\$ 1,673	\$ 1,257	\$ 1,028	\$ 27,131	\$ 22,548	\$ 16,448

Investment income was \$1.3 million and \$22.5 million favorable to budget for the month and the year-to-date, respectively. It was \$16.4 million higher than prior year-to-date due to an increase in the cash and investments balance and favorable fluctuations in the short-term market rates.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Other Revenue	\$ 2,308	\$ 126	\$ (205)	\$ 25,228	\$ 1,247	\$ 3,503

Other Revenue was \$0.1 million favorable to budget for the month due to higher-than-expected non-capital grant revenue. It was \$1.2 million favorable to budget for the year-to-date and \$3.5 million higher than last year, primarily due to increased non-capital grant revenue. Compared to prior year, Other Revenue was \$0.2 million lower for the month. The increase in non-capital grant revenue was balanced by a corresponding increase in non-capital grant expenses.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Total System Generated Revenue	\$ 37,645	\$ (2,105)	\$ (1,208)	\$ 430,458	\$ 10,405	\$ 23,737

Total System-Generated Revenue was \$2.1 million unfavorable to budget for the month, primarily due to lower-than-anticipated fare and pass revenues. Year-to-date, total system revenue was \$10.4 million favorable to budget, due to higher-than-expected investment income. Compared to 2024, revenue decreased by \$1.2 million for the month due to lower fare revenue. It was \$23.7 million higher year-to-date, primarily due to the growth in both investment income and pass revenue.

### III. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Labor	\$ 116,060	\$ (3,961)	\$ (4,916)	\$ 1,333,896	\$ (10,216)	\$ (123,538)

Labor expense was \$4.0 million unfavorable to budget for the month and \$10.2 million unfavorable year-to-date due to higher than anticipated fringe benefit expenses. Labor expense was \$4.9 million higher than November 2024 and year-to-date labor expense was \$123.5 million higher than prior year, primarily due to contractual wage rate increases, higher fringe benefit rate and increased staffing necessary for service delivery, resulting in an 8% increase in total Transit Operation (STO) hours worked over the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Material	\$ 10,280	\$ 2,426	\$ 965	\$ 124,816	\$ 16,162	\$ (5,437)

Material expense was \$2.4 million favorable to budget for the month and \$16.2 million favorable to budget for the year-to-date due to lower than anticipated vehicle part purchases. Material expense was \$1.0 million lower than November 2024, but \$5.4 million higher than 2024 for the year-to-date due to increased material costs.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Fuel	\$ 3,235	\$ 584	\$ (167)	\$ 40,047	\$ 4,342	\$ (2,305)

Fuel for Revenue Equipment expense was \$0.6 million favorable to budget in November driven by favorable fuel prices, and \$4.3 million favorable year-to-date driven by favorable fuel prices and lower than budgeted consumption. Compared to prior year, fuel is \$0.2 million higher for

November and \$2.3 million higher year-to-date driven by higher usage related to additional service, with fuel consumption up 1.6 million gallons over prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Power	\$ 2,618	\$ 2,408	\$ (28)	\$ 31,603	\$ 19,607	\$ (676)

Traction Power for Revenue Equipment expense was \$2.4 million favorable to budget for the month due to lower-than-expected ComEd rates in addition to credits from prior months activity. Traction power was \$19.6 million favorable for the year-to-date due to lower-than-expected consumption and ComEd rates in addition to credits from prior months activity. Traction power expense was slightly higher than November 2024 and \$0.7 million unfavorable to prior year-to-date due to higher usage.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Provision for Injuries & Damages	\$ 1,855	\$ -	\$ (201)	\$ 22,262	\$ (1,855)	\$ (4,066)

The Provision for Injuries & Damages expense was on par with budget for the month and \$1.9 million unfavorable to budget for the year-to-date due to additional funding recorded in July. The expense was \$4.1 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
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Purchase of Security Services	\$ 7,150	\$ (477)	\$ (27)	\$ 77,559	\$ 565	\$ 3,617

Purchase of Security Services was \$0.5 million unfavorable to budget for the month driven by a slight increase in unarmed guards' expense. It was \$0.6 million favorable year-to-date mainly due to a lower than budgeted increase in K-9 security deployment and lower than budgeted police expenses. Compared to 2024, expenses were slightly higher for the month and \$3.6 million lower year-to-date due to additional private security deployments on the system in 2024.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
Other Expenses	\$ 23,295	\$ 6,059	\$ (2,838)	\$ 254,591	\$ 56,530	\$ (20,537)

Other expenses were \$6.1 million favorable to budget for the month and \$56.5 million favorable year-to-date, primarily due to lower-than-expected contractual services invoices. Other expenses year-to-date were \$20.5 million higher than prior year, driven by increased costs for contractual

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

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
<b>Total Operating Expenses</b>	\$ 164,493	\$ 7,039	\$ (7,213)	\$ 1,884,774	\$ 85,135	\$ (152,942)

Operating Expenses were \$7.0 million under budget for the month and \$85.1 million favorable year-to-date, primarily driven by lower-than-expected contractual services invoices in addition to material and traction power costs. Compared to the prior year, expenses were \$7.2 million higher for the month and \$152.9 million higher year-to-date, mainly due to increased labor costs and higher material and other expenses, as detailed above.

#### IV. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
<b>Recovery Ratio</b>	30.27%	(15.66)		49.47%	(6.98)	

Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues against overall expenses, was 30.27% for the month. This was unfavorable to budget by 15.66 percentage points for the month because public funding revenue has been performing better than anticipated. Year-to-date, the recovery ratio was 49.47%, which was unfavorable to budget by 6.98 percentage points and favorable to the RTA required recovery ratio of 42.00% by 7.47 percentage points. In 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021 - 2023 due to the pandemic, which has been extended through 2025.

#### V. Ridership

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Nov-25	Budget Nov-25	Prior Year Nov25 vs. Nov24	2025	Budget 2025	Prior Year 2024
<b>Bus</b>	14,264	(2,764)	(436)	170,573	(23,967)	2,544
<b>Rail</b>	9,062	(614)	259	107,136	(3,007)	6,681
<b>Rail to Rail Transfers</b>	1,554	(994)	46	18,365	(11,797)	509
<b>Total</b>	24,881	(4,372)	(132)	296,074	(38,771)	9,734

- Ridership for November was 24.9 million, 4.4 million lower than budget and 0.1 million lower than prior year. Excluding free rides and transfers, ridership was 2.0 million lower than budget.
- Calendar adjusted ridership was up 1.5% from prior year due to increased ridership from CTA's continued expansion of service delivery.

- Ridership for the year-to-date was 296.1 million, 38.8 million lower than budget but 9.7 million higher than the prior year-to-date. Excluding free rides and transfers, ridership was 13.1 million lower than budget.
- Calendar adjusted ridership was up 3.9% from the prior year-to-date.
- More details on ridership can be found in the November Ridership Report.

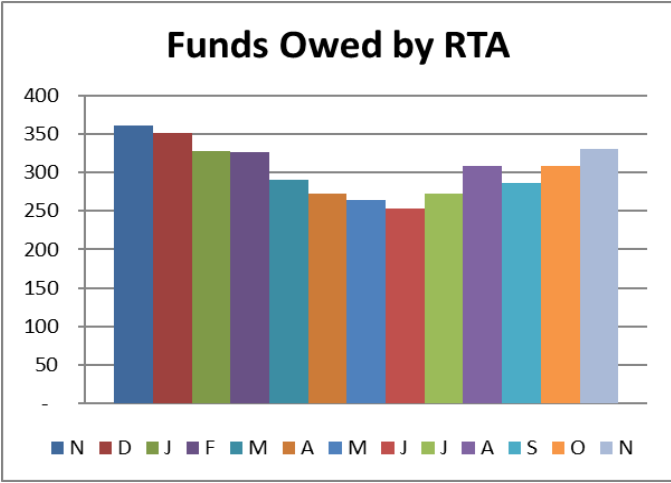
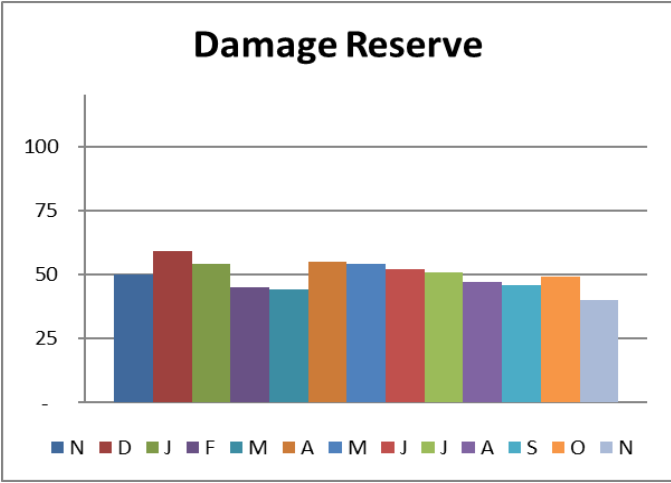
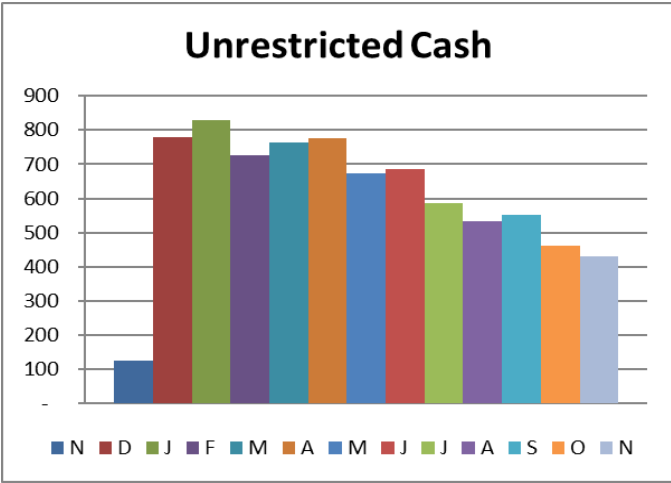
## VI. Cash & Liquidity

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

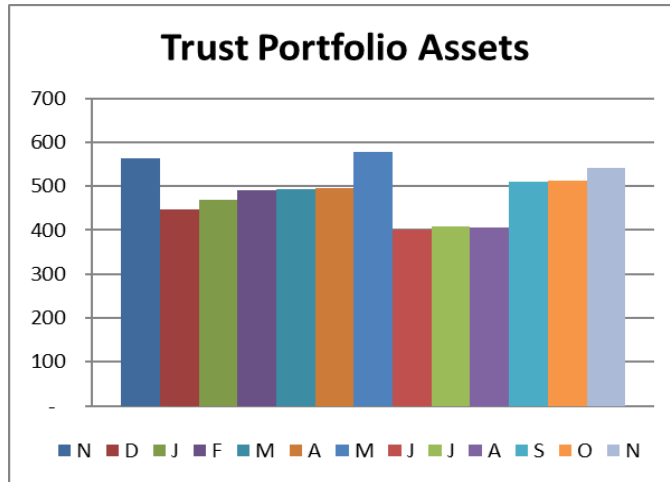
	November 2025	November 2024	Increase (Decrease)
Unrestricted Cash	\$ 430,244	\$ 124,040	\$ 306,204
Damage Reserve	40,070	49,973	\$ (9,903)
Funds Owed by RTA	329,503	361,217	\$ (31,714)
Trust Portfolio Assets	542,014	562,531	\$ (20,517)
Total Cash and Receivables	\$ 1,341,831	\$ 1,097,761	\$ 244,070

CTA's total cash/receivables balance was \$1.3 billion. Unrestricted cash was \$306.2 million higher than the prior year due to the receipt of federal relief funding in addition to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$9.9 million lower than last year due to settlement payments in 2025 totaling \$43.3 million offset by deposits into the fund. A total of \$2.7 million was used from the designated reserve, which had a balance of \$282.5 million at the end of November. Funds owed by the RTA were approximately \$329.5 million which was \$31.7 million lower than the prior year due to the timing of payments from the State. CTA continues to work closely with the RTA to monitor their receivable balance owed; Trust Portfolio Assets represent bond proceeds held in Trust for funding capital projects and making required debt service payments and therefore go down when payments are made.

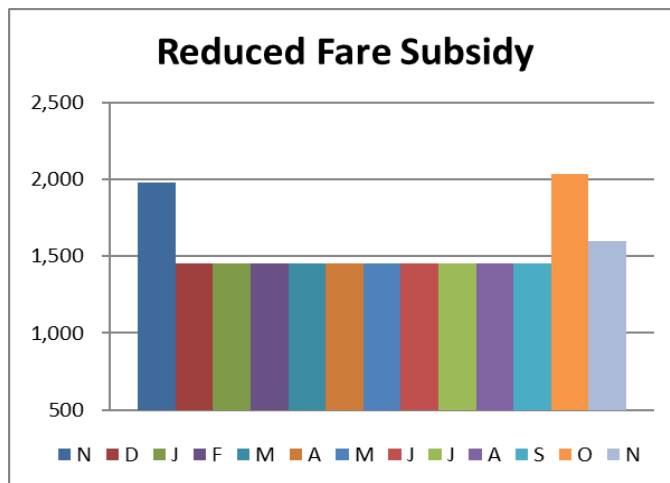
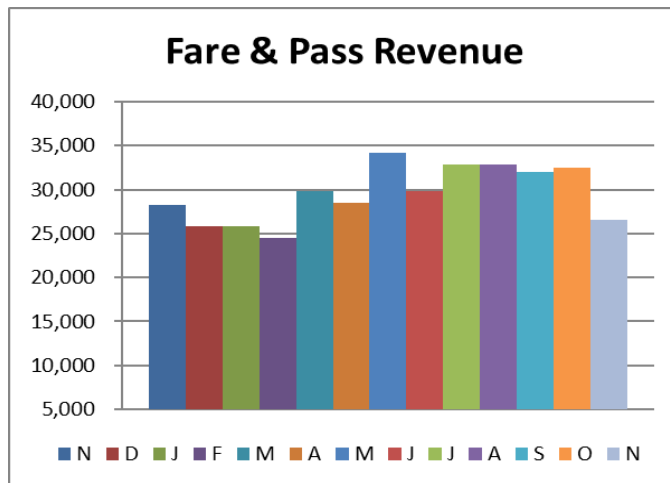
Cash & Liquidity



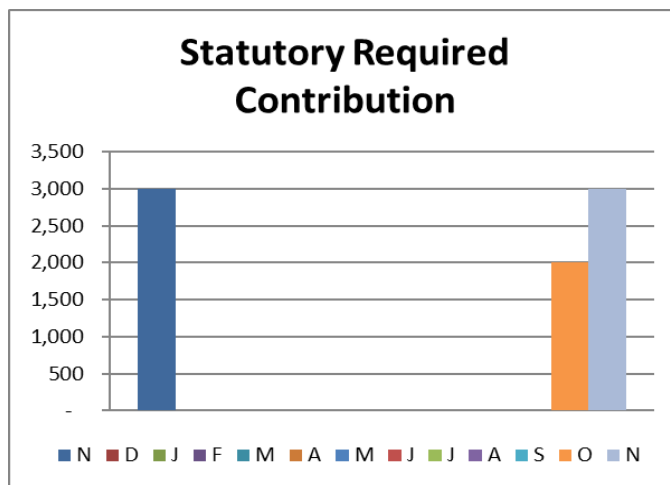
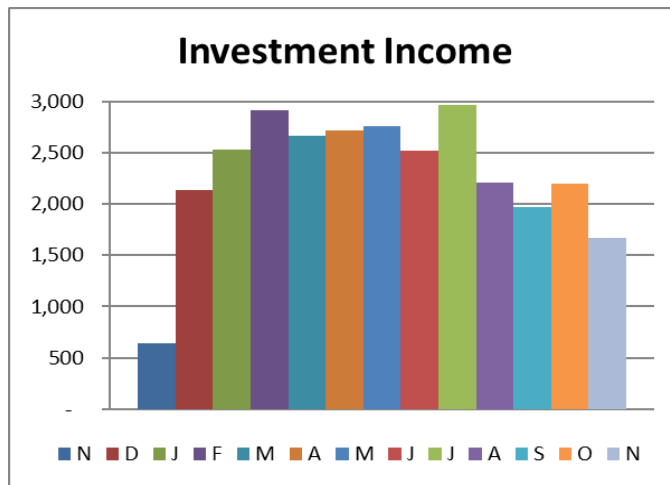
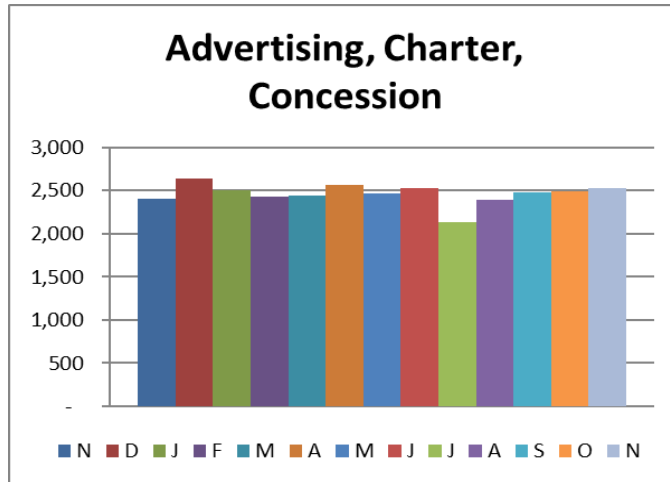
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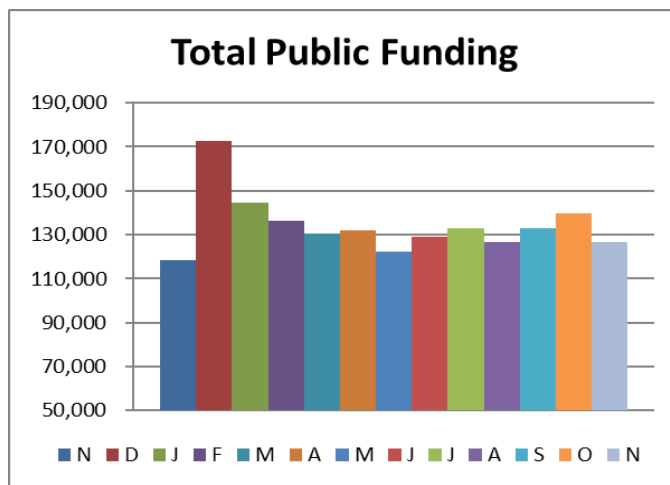
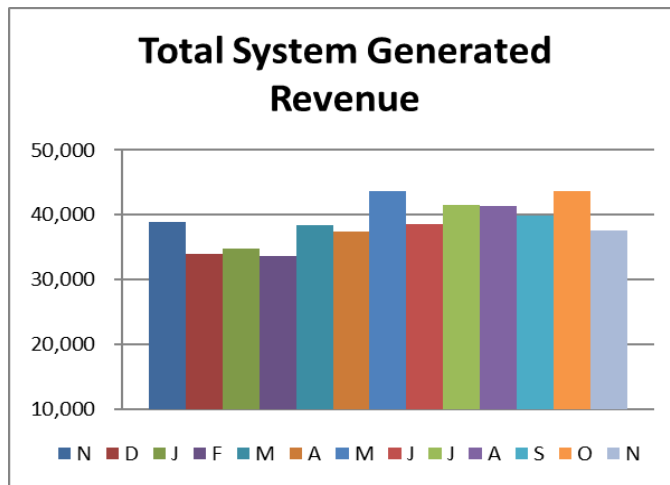
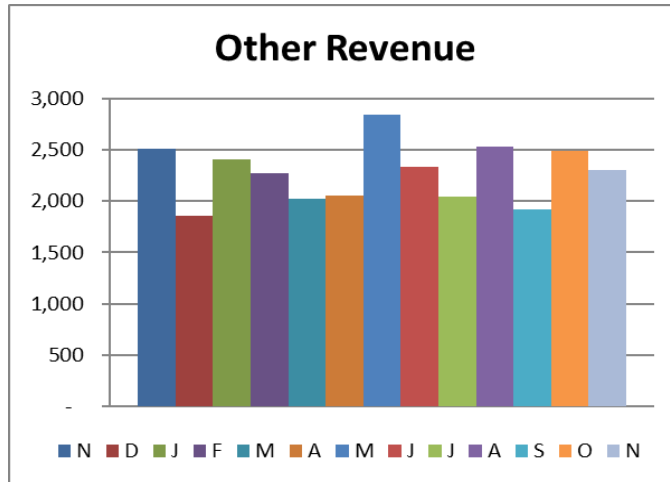
Revenue



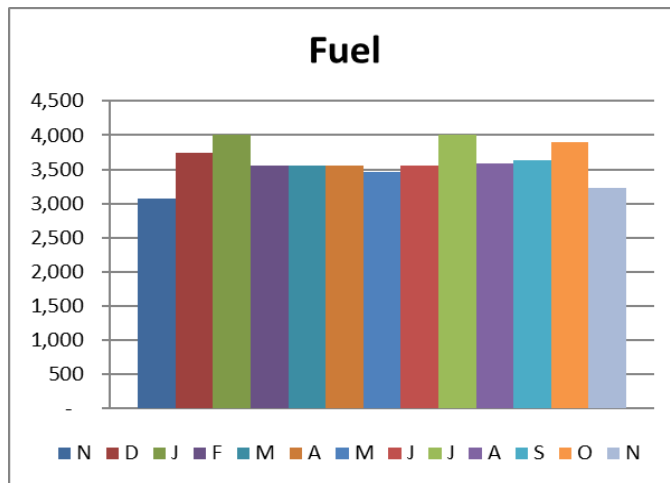
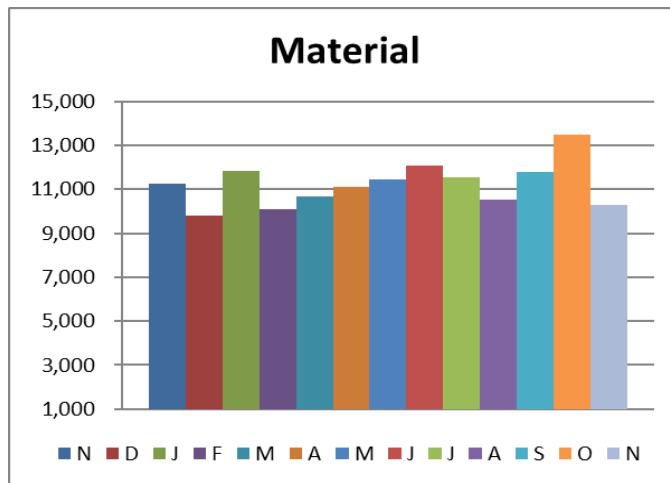
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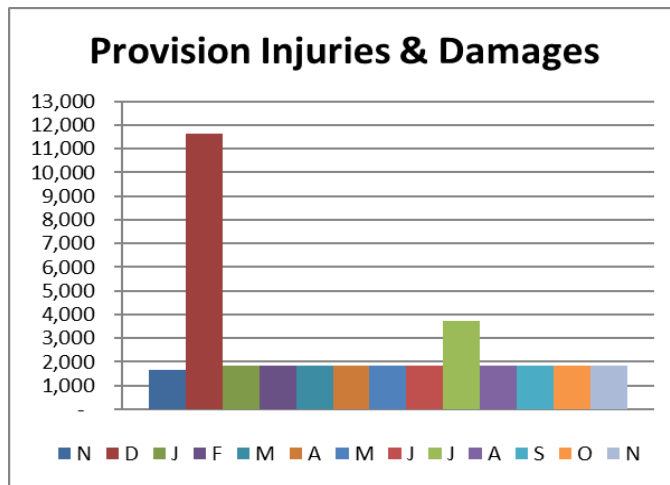
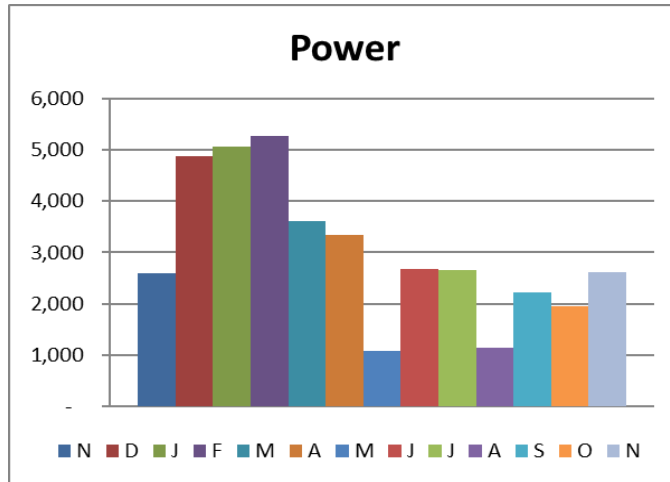
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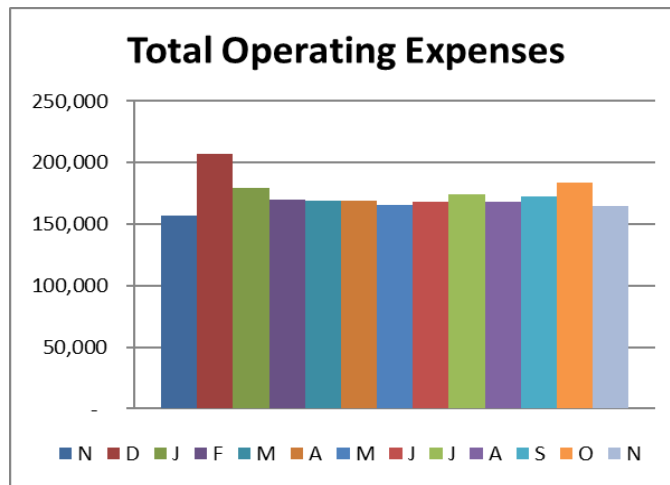
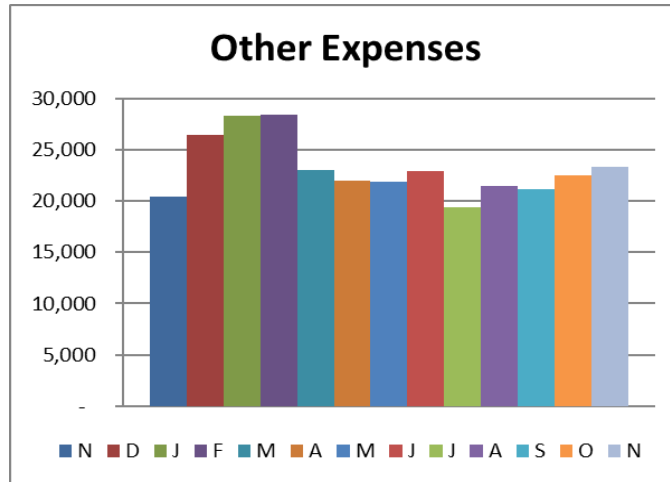
## Expenses



## Expenses Cont'd



Expenses Cont'd



<b>Cash</b>	<b>Nov-24</b>	<b>Dec-24</b>	<b>Jan-25</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>
Unrestricted Cash	124	780	830	727	765	775	672	687	586	532	553	463	430
Damage Reserve	50	59	54	45	44	55	54	52	51	47	46	49	40
Funds Owed by RTA	361	352	328	326	291	273	264	253	272	309	286	308	330
Trust Portfolio Assets	563	447	468	491	493	495	577	401	407	406	511	513	542

<b>Revenue</b>	<b>Nov-24</b>	<b>Dec-24</b>	<b>Jan-25</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>
Fare & Pass Revenue	28,303	25,857	25,884	24,525	29,816	28,537	34,147	29,774	32,880	32,844	31,974	32,514	26,531
Reduced Fare Subsidy	1,981	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	2,034	1,598
Advertising, Charter, Concession	2,410	2,638	2,508	2,430	2,445	2,566	2,461	2,531	2,134	2,389	2,482	2,487	2,534
Investment Income	645	2,138	2,535	2,919	2,662	2,720	2,757	2,523	2,969	2,207	1,973	2,194	1,673
Statutory Required Contribution	3,000	-	-	-	-	-	-	-	-	-	-	2,000	3,000
Other Revenue	2,514	1,854	2,410	2,277	2,018	2,059	2,841	2,333	2,039	2,532	1,923	2,487	2,308
Total System Generated Revenue	38,853	33,940	34,790	33,604	38,393	37,334	43,659	38,614	41,474	41,424	39,805	43,716	37,645
Total Public Funding	118,427	172,770	144,756	136,344	130,476	131,937	122,210	129,165	133,126	126,485	133,119	139,851	126,848

<b>Expenses</b>	<b>Nov-24</b>	<b>Dec-24</b>	<b>Jan-25</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>
Labor	111,144	139,683	120,702	112,825	119,367	121,444	119,140	118,042	126,116	122,508	125,013	132,680	116,060
Material	11,245	9,818	11,829	10,093	10,687	11,118	11,446	12,076	11,551	10,504	11,768	13,464	10,280
Fuel	3,068	3,736	4,009	3,561	3,553	3,549	3,458	3,555	4,014	3,582	3,628	3,902	3,235
Power	2,590	4,875	5,069	5,267	3,613	3,334	1,069	2,673	2,651	1,141	2,212	1,957	2,618
Provision Injuries & Damages	1,654	11,654	1,855	1,855	1,855	1,855	1,855	1,855	3,710	1,855	1,855	1,855	1,855
Purchase of Security Services	7,123	10,450	7,721	7,902	6,728	5,942	7,001	6,666	7,203	6,804	7,274	7,168	7,150
Other Expenses	20,457	26,492	28,362	28,445	23,066	22,028	21,900	22,911	19,354	21,515	21,174	22,541	23,295
Total Operating Expenses	157,280	206,709	179,546	169,948	168,869	169,271	165,869	167,778	174,600	167,909	172,924	183,567	164,493