



To: Chicago Transit Authority Board
 From: Jeremy Fine, Chief Financial Officer
 Re: Financial Results for May 2024
 Date: July 17, 2024

I. Summary

CTA’s financial results are \$14.7 million and \$52.7 million favorable to budget for May and year-to-date, respectively, primarily due to lower than anticipated labor costs and other expenses. Public funding for 2024 collected year-to-date totaled \$354.7 million, which is \$1.6 million favorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$151.6 million of CRRSAA funding, which is approximately 42.0% of CTA’s CRRSAA allocation, \$324.0 million of ARP funding, which is approximately 35.5% of CTA’s ARP allocation, and \$39.6 million of ARP Discretionary funding, which is approximately 33.4% of CTA’s ARP Discretionary allocation.

Ridership for the month was 27.7 million, which was 2.1 million higher than budget and 3.4 million higher than May 2023. Ridership year-to-date was 8.1 million higher than budget and 15.4 million higher than the prior year. The increased YOY ridership is driven by CTA’s continued expansion of service.

II. Cash & Liquidity

The chart below highlights CTA’s cash position in May 2024 compared to May 2023.

	May 2024	May 2023	Increase (Decrease)
Unrestricted Cash	\$ 166,455	\$ 122,797	\$ 43,658
Damage Reserve	70,934	73,089	\$ (2,155)
Funds Owed by RTA	326,794	339,519	\$ (12,725)
Trust Portfolio Assets	556,294	570,527	\$ (14,233)
Total Cash and Receivables	\$ 1,120,477	\$ 1,105,932	\$ 14,545

CTA’s total cash/receivables balance was equal to \$1.12 billion. Unrestricted cash was \$43.7 million higher than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$2.2 million lower than last year due to settlement payments offset by deposits into the fund. Funds owed by the RTA were approximately \$326.8 million which was \$12.7 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 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Fare & Pass Revenue	\$ 31,448	\$ 1,187	\$ 2,360	\$ 140,126	\$ 2,558	\$ 10,903

- Fare and pass revenue for May was \$1.2 million favorable to budget due to higher-than-expected pass revenue. This was a \$2.4 million increase over prior year due to higher pass and full fare revenues from increased ridership. The average fare for the month was \$1.14 per ride and was \$0.05 lower than budget and \$0.06 lower than the prior year.
- Year-to-date fare and pass revenue was \$2.6 million favorable to budget due to higher-than-expected pass revenue from higher pass riders. This was \$10.9 million favorable to prior year due to increased ridership from expanded service. The average fare for the year was \$1.13 per ride and was \$0.06 lower than budget and \$0.06 lower than the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Reduced Fare Subsidy	\$ 1,321	\$ -	\$ 103	\$ 6,603	\$ -	\$ 517

- Reduced Fare Subsidy was on par with budget for the month and year-to-date and \$0.5 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Advertising, Charter, Concession	\$ 2,821	\$ (45)	\$ 316	\$ 13,451	\$ (856)	\$ (960)

- Advertising, Charter and Concessions Revenue was slightly unfavorable to budget for the month and \$0.9 million unfavorable year-to-date due to lower than anticipated vehicle and platform advertising, concession, and billboard revenues. This revenue category was \$1.0 million lower than prior year due to a decrease in vehicle and platform advertising revenues in 2024.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Investment income	\$ 1,174	\$ 758	\$ 274	\$ 5,352	\$ 3,269	\$ 1,449

- Investment income was \$0.8 million and \$3.3 million favorable to budget for the month and the year-to-date, respectively. This is a \$1.4 million increase over 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Other Revenue	\$ 1,803	\$ (82)	\$ (162)	\$ 9,625	\$ 200	\$ 343

- Other Revenue was \$0.1 million unfavorable to budget for the month due to lower non-capital grant revenues. It was \$0.2 million favorable to budget for the year-to-date due to higher than anticipated rental revenue and scrap material sales. Other revenue was \$0.2 million unfavorable to May 2023 due to lower movie-generated revenues and non-capital grant revenues. It was \$0.3 million favorable to the prior year-to-date due to higher non-capital grant revenue, scrap material sales, and rental revenues. 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Total System Generated Revenue	\$ 38,567	\$ 1,818	\$ 2,891	\$ 175,158	\$ 5,171	\$ 12,252

- Total System-Generated Revenue was \$1.8 million and \$5.2 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 \$2.9 million and \$12.3 million higher than May 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Labor	\$ 108,087	\$ 7,059	\$ (10,107)	\$ 533,719	\$ 35,184	\$ (41,426)

- Labor expense was \$7.1 million favorable to budget for the month and \$35.2 million favorable for the year-to-date due to lower than anticipated labor costs. Labor expense was \$10.1 million unfavorable to May 2023 and \$41.4 million unfavorable to prior year-to-date due to the impact of contractual wage increases and increased hiring to fill vacant positions required to increase service.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Material	\$ 10,977	\$ 95	\$ (1,810)	\$ 54,083	\$ (203)	\$ (6,731)

- Material expense was \$0.1 million favorable to budget for the month and \$0.2 million unfavorable for the year-to-date due to the timing of vehicle parts usage and the increase in cost of materials. This was \$1.8 million unfavorable to May 2023 and \$6.7 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Fuel	\$ 3,314	\$ 719	\$ (157)	\$ 16,993	\$ 3,428	\$ (798)

- Fuel for Revenue Equipment expense was \$0.7 million favorable to budget in May and \$3.4 million favorable year-to-date due to lower than anticipated usage and lower fuel prices. 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Power	\$ 2,144	\$ 581	\$ 12	\$ 13,842	\$ 1,702	\$ (4,323)

- The Electric Power for Revenue Equipment expense was \$0.6 million favorable to budget for the month. This was \$1.7 million favorable to budget for the year-to-date due to lower than anticipated usage. Traction power expense was \$4.3 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Provision for Injuries & Damages	\$ 1,654	\$ -	\$ 29	\$ 8,271	\$ -	\$ 146

- 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Purchase of Security Services	\$ 7,177	\$ (1,748)	\$ (2,424)	\$ 37,674	\$ (10,528)	\$ (18,139)

- Purchase of Security Services was \$1.7 million unfavorable to budget for the month and \$2.4 million unfavorable to May 2023 due to the timing of invoices and an increase in private security services. Year-to-date, expenses were \$10.5 million unfavorable to budget and \$18.1 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Other Expenses	\$ 22,202	\$ 6,135	\$ (1,306)	\$ 121,128	\$ 17,940	\$ (6,233)

- Other expenses were \$6.1 million favorable to budget for the month and \$17.9 million favorable to budget for the year-to-date due to the timing of contractual services invoices. Other expenses year-to-date were \$6.2 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Total Operating Expenses	\$ 155,556	\$ 12,841	\$ (15,763)	\$ 785,709	\$ 47,522	\$ (77,504)

- Operating Expenses were \$12.8 million and \$47.5 million favorable to budget for the month and year-to-date, respectively, primarily due to lower than anticipated labor costs and other expenses. 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
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Recovery Ratio	53.40%	(3.62)		49.72%	(8.54)	

- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 53.4% for the month. This was unfavorable to budget by 3.62 percentage points for the month. Year-to-date, the recovery ratio was 49.72%, which was unfavorable to budget by 8.54 percentage points and favorable to the RTA required recovery ratio of 42.00% by 7.72 percentage points. The RTA is including the Federal

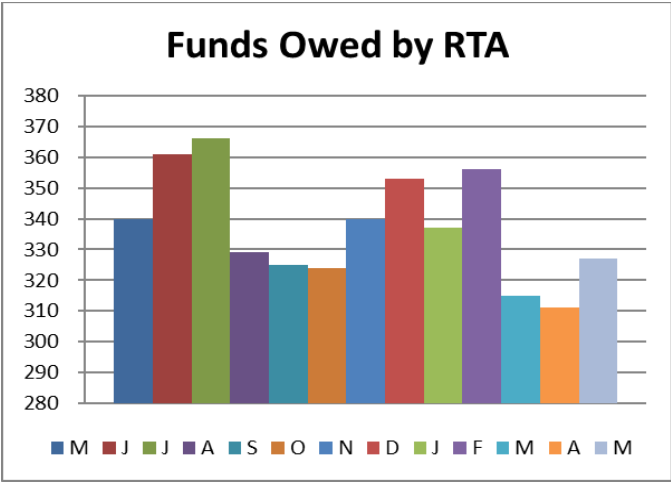
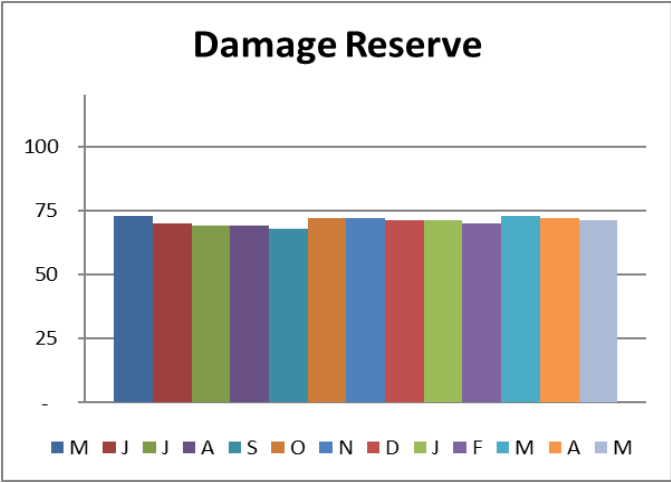
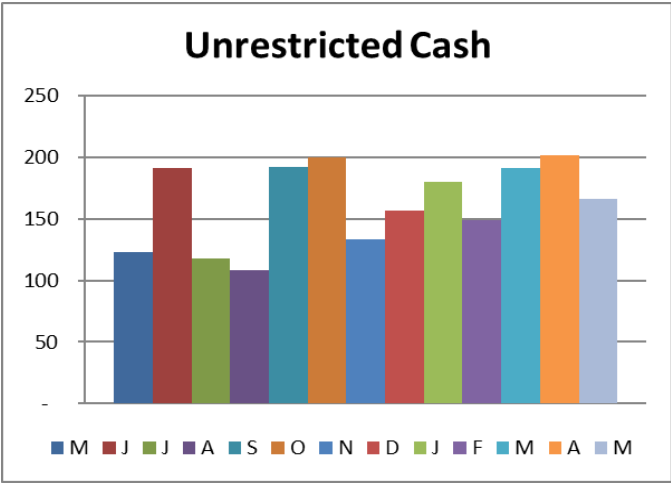
stimulus funds under the CARES, CRRSAA, and ARP Acts as replacement fare revenues for recovery ratio purposes. In late 2021, the Illinois legislature granted temporary recovery ratio relief for fiscal years 2021, 2022, and 2023 due to the ongoing pandemic. The legislature further extended the waiver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

VI. Ridership

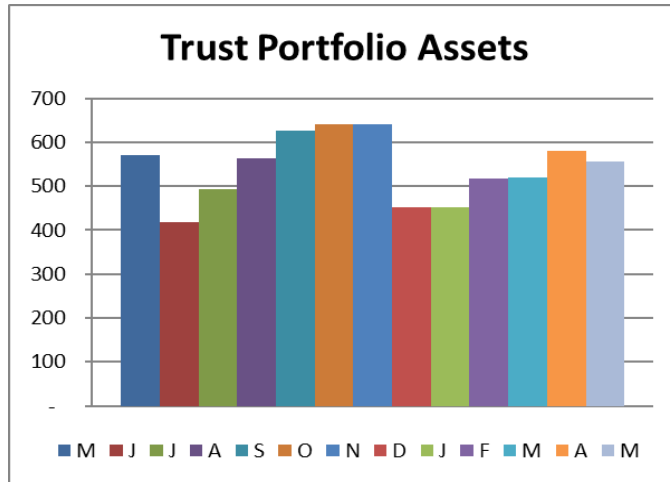
Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-24	Budget May-24	Prior Year May24 vs. May23	2024	Budget 2024	Prior Year 2023
Bus	16,368	1,395	2,241	74,068	5,736	10,326
Rail	9,586	542	950	42,211	2,071	4,386
Rail to Rail Transfers	1,745	151	223	7,537	297	705
Total	27,698	2,088	3,414	123,817	8,104	15,417

- Ridership for the month of May was 27.7 million and was 2.1 million higher than budget and 3.4 million higher than prior year.
- Calendar adjusted ridership was up 14.2% from prior year due to increased ridership from CTA's continued expansion of service .
- Ridership for the year-to-date was 123.8 million and was 8.1 million higher than budget and 15.4 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 12.9% from the prior year-to-date.
- More details on ridership can be found in the May Ridership Report.

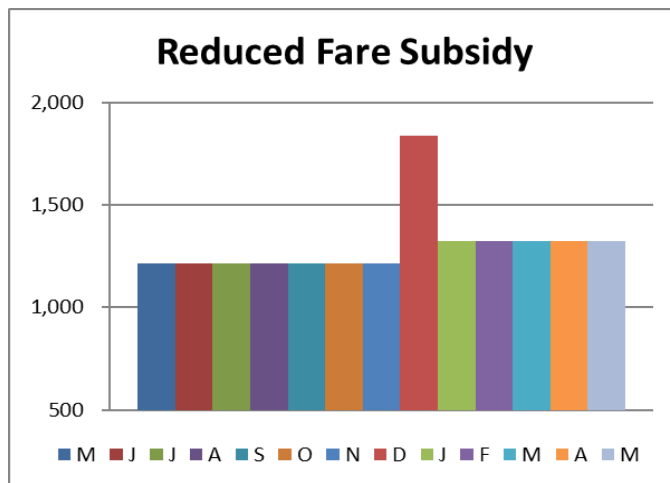
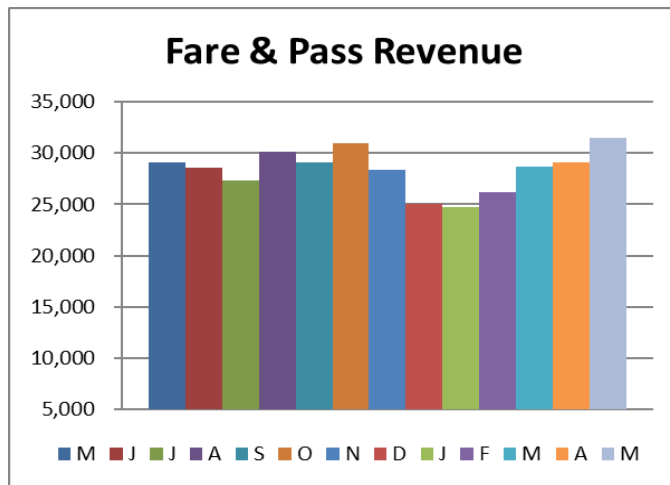
Cash & Liquidity



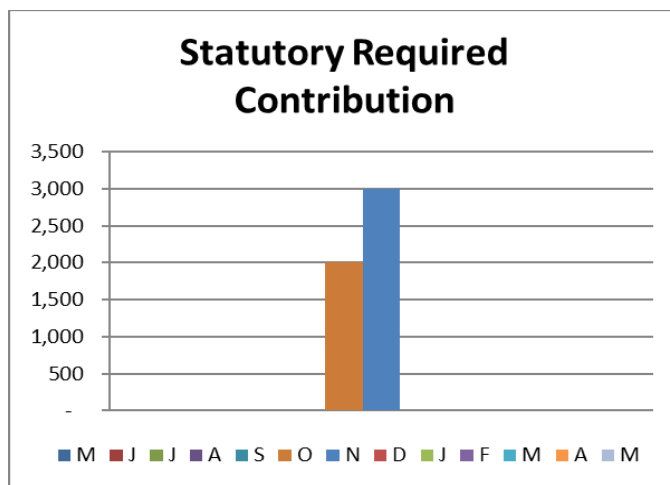
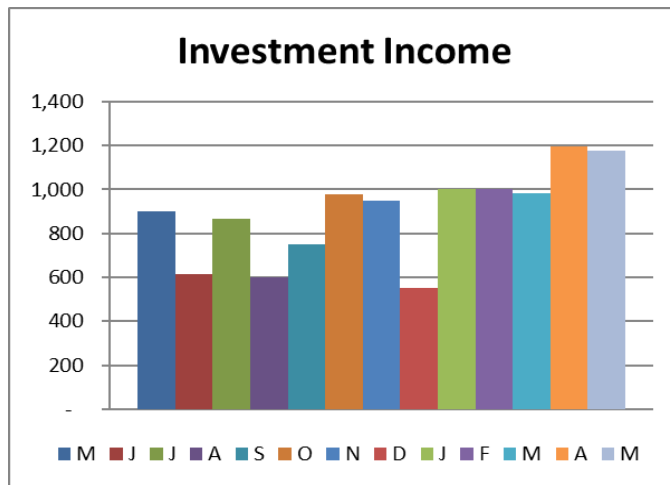
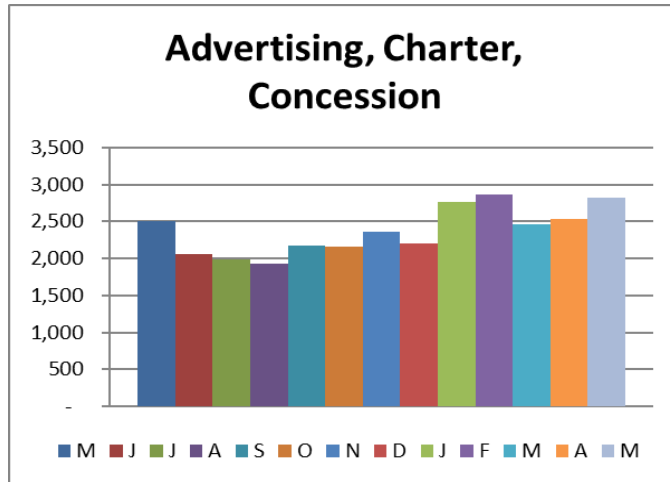
Cash & Liquidity



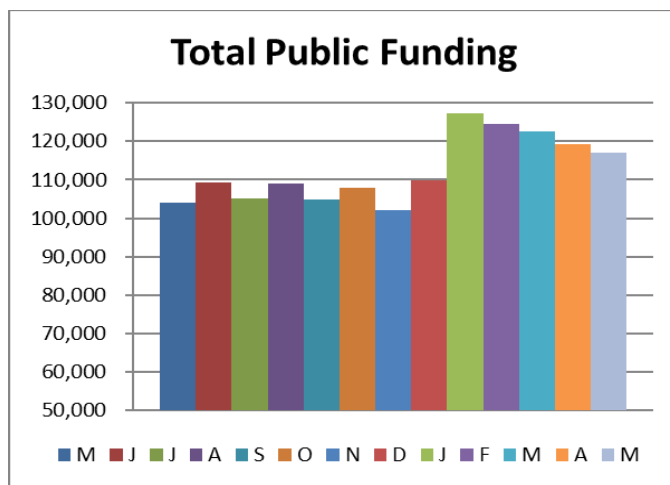
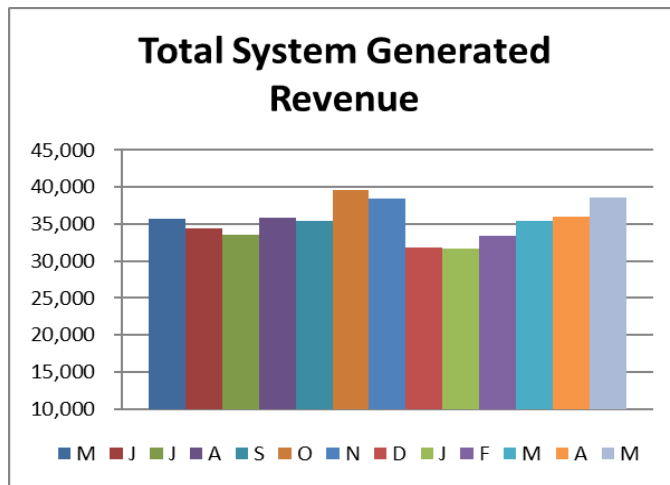
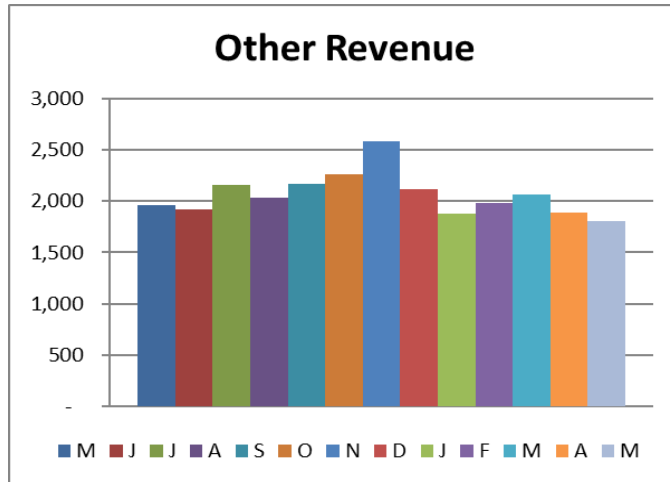
Revenue



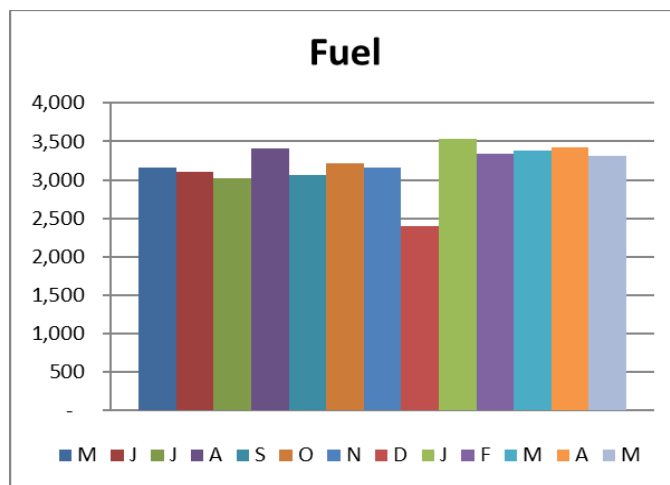
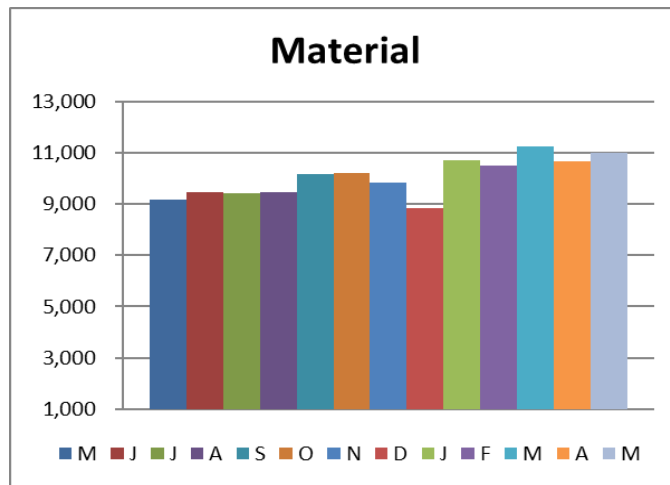
Revenue Cont'd



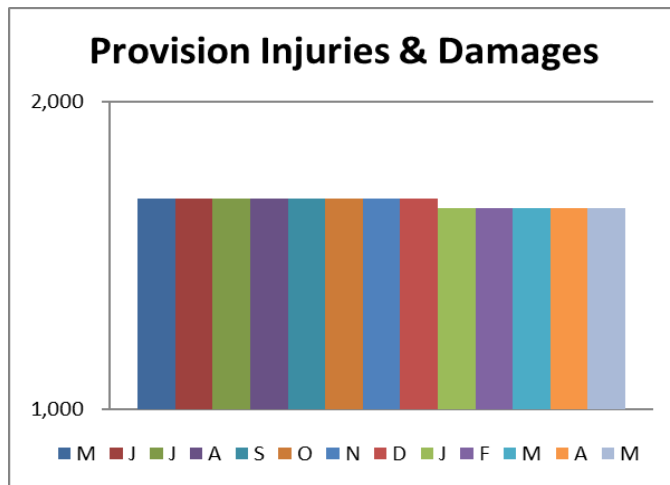
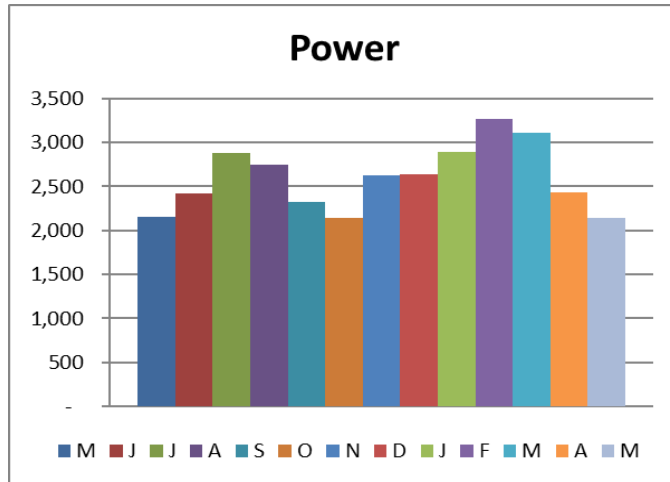
Revenue Cont'd



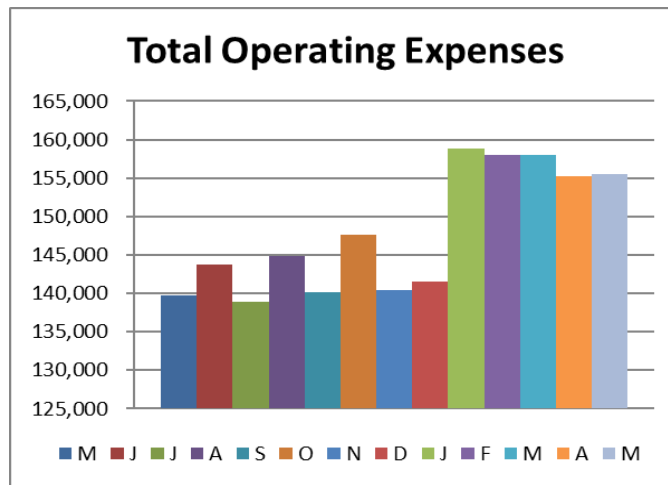
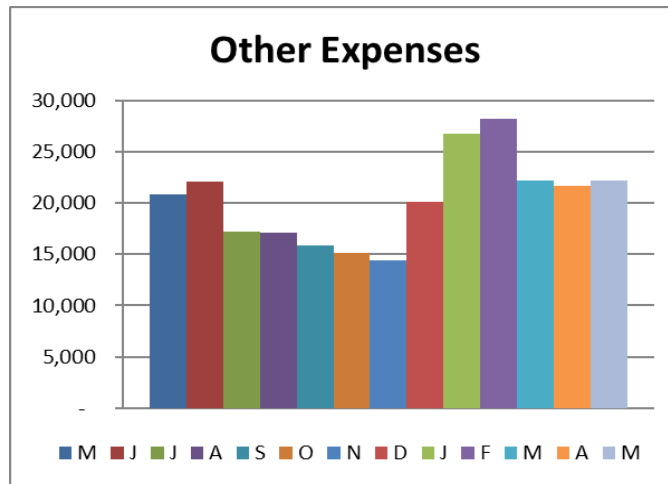
Expenses



Expenses Cont'd



Expenses Cont'd



Cash	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Unrestricted Cash	123	191	118	108	192	200	133	157	180	149	191	202	166
Damage Reserve	73	70	69	69	68	72	72	71	71	70	73	72	71
Funds Owed by RTA	340	361	366	329	325	324	340	353	337	356	315	311	327
Trust Portfolio Assets	571	419	492	563	626	641	641	452	451	518	520	581	556

Revenue	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Fare & Pass Revenue	29,088	28,602	27,329	30,118	29,118	30,989	28,368	25,065	24,741	26,187	28,640	29,108	31,448
Reduced Fare Subsidy	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,838	1,321	1,321	1,321	1,321	1,321
Advertising, Charter, Concession	2,504	2,060	1,984	1,923	2,171	2,164	2,366	2,205	2,768	2,869	2,463	2,531	2,821
Investment Income	901	613	866	602	751	979	947	553	1,000	1,003	981	1,194	1,174
Statutory Required Contribution	-	-	-	-	-	2,000	3,000	-	-	-	-	-	-
Other Revenue	1,966	1,920	2,162	2,038	2,169	2,261	2,579	2,120	1,881	1,983	2,068	1,890	1,803
Total System Generated Revenue	35,676	34,412	33,558	35,898	35,425	39,609	38,476	31,781	31,711	33,362	35,474	36,044	38,567
Total Public Funding	104,117	109,341	105,275	108,960	104,766	108,009	101,979	109,712	127,184	124,632	122,524	119,222	116,989

Expenses	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24
Labor	97,980	99,957	99,066	104,436	100,783	108,450	102,056	97,846	107,938	103,653	106,363	107,678	108,087
Material	9,167	9,463	9,416	9,447	10,175	10,184	9,812	8,825	10,687	10,504	11,247	10,668	10,977
Fuel	3,157	3,110	3,027	3,410	3,069	3,213	3,159	2,400	3,531	3,346	3,379	3,423	3,314
Power	2,156	2,422	2,880	2,750	2,325	2,138	2,625	2,640	2,891	3,271	3,107	2,429	2,144
Provision Injuries & Damages	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,654	1,654	1,654	1,654	1,654
Purchase of Security Services	4,753	4,986	5,509	5,994	6,325	6,790	6,699	7,977	5,446	7,319	10,014	7,717	7,177
Other Expenses	20,896	22,132	17,252	17,137	15,830	15,160	14,421	20,123	26,748	28,248	22,234	21,697	22,202
Total Operating Expenses	139,793	143,753	138,833	144,858	140,191	147,618	140,455	141,494	158,895	157,994	157,998	155,266	155,556