



To: Chicago Transit Authority Board
From: Jeremy Fine, Chief Financial Officer
Re: Financial Results for April 2022
Date: June 8, 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. The financial results incorporate the amended budget approved at the May 2022 board meeting. CTA's financial results are \$16.3 million favorable to budget for both April and year-to-date primarily due to lower than anticipated labor costs and other expenses. Public funding for 2022 collected year-to-date totaled \$253.3 million, which is \$5.1 million favorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$39.4 million of CRRSAA funding, which is approximately 10.9% of CTA's CRRSAA allocation, and \$18.1 million of ARP funding, which is approximately 2.0% of CTA's ARP allocation.

Ridership for the month was 19.8 million, which was 0.9 million lower than budget and 5.9 million higher than April 2021. Ridership year-to-date was 0.9 million lower than budget and 22.2 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 April 2022 compared to April 2021.

	April 2022	April 2021	Increase (Decrease)
Unrestricted Cash	\$ 219,577	\$ 199,232	\$ 20,345
Damage Reserve	68,070	51,348	\$ 16,722
Funds Owed by RTA	288,136	276,207	\$ 11,929
Trust Portfolio Assets	714,254	596,707	\$ 117,547
Total Cash and Receivables	\$ 1,290,037	\$ 1,123,494	\$ 166,543

CTA's total cash/receivables balance was equal to \$1.3 billion. Unrestricted cash was \$20.3 million higher than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$16.7 million higher than last year due to deposits into the fund offset by settlement payments. Funds owed by the RTA were approximately \$288.1 million which was \$11.9 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Fare & Pass Revenue	\$ 23,282	\$ (357)	\$ 6,752	\$ 84,572	\$ (357)	\$ 25,095

- Fare and pass revenue for April was \$0.4 million unfavorable to budget due to lower than expected pass revenues. It was \$6.8 million favorable to prior year due to higher ridership and promotional fares for select pass products. The average fare for the month was \$1.18 per ride and was \$0.04 higher than budget and \$0.02 lower than the prior year.
- Year-to-date fare and pass revenue was \$0.4 million unfavorable to budget due to lower than expected pass revenue. It was \$25.1 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 \$1.19 per ride and was \$0.01 higher than budget and \$0.03 lower than the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Reduced Fare Subsidy	\$ 1,217	\$ -	\$ -	\$ 4,869	\$ -	\$ -

- 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	Variance to	Actual	Variance to	Variance to
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Advertising, Charter, Concession	\$ 2,928	\$ 777	\$ 1,823	\$ 10,071	\$ 777	\$ 3,879

- Advertising, Charter and Concessions Revenue was \$0.8 million favorable to budget for both the month and year-to-date due to higher than anticipated vehicle and platform advertising and special contract guarantee revenues received in 2022. This revenue category was \$3.9 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Investment income	\$ 71	\$ 30	\$ 48	\$ 176	\$ 30	\$ 73

- Investment income was slightly higher than budget for the month and the year-to-date. It was \$0.1 million 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Other Revenue	\$ 2,770	\$ 551	\$ 489	\$ 8,876	\$ 551	\$ (53)

- Other Revenue was \$0.6 million favorable to budget for both the month and the year-to-date due to higher than expected miscellaneous revenue. Other revenue was \$0.5 million favorable to April 2021 due to higher than expected miscellaneous and parking revenues. It was \$0.1 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Total System Generated Revenue	\$ 30,268	\$ 1,000	\$ 9,112	\$ 108,564	\$ 1,000	\$ 28,995

- Total System-Generated Revenue was \$1.0 million higher than budget for both the month and year-to-date due to higher than expected fare and vehicle and platform advertising revenues. It was \$9.1 million and \$29.0 million higher than April 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Labor	\$ 91,454	\$ 9,421	\$ 4,362	\$ 379,103	\$ 9,421	\$ 3,478

- Labor expense was \$9.4 million favorable to budget for the month and \$9.4 million favorable for the year-to-date due to lower than anticipated labor costs. Labor expense was \$4.4 million favorable to April 2021 and \$3.5 million favorable to prior year-to-date due to the timing of open positions.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Material	\$ 8,013	\$ (134)	\$ (1,038)	\$ 33,561	\$ (134)	\$ (3,768)

- Material expense was \$0.1 million unfavorable to budget for the month and \$0.1 million unfavorable year-to-date due to the timing of vehicle parts usage. Material expense was \$1.0 million and \$3.8 million unfavorable to April 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Fuel	\$ 2,097	\$ 696	\$ 333	\$ 9,853	\$ 696	\$ 784

- Fuel for Revenue Equipment expense was \$0.7 million favorable to budget in April and 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Power	\$ 1,851	\$ 920	\$ (18)	\$ 9,416	\$ 920	\$ (493)

- The Electric Power for Revenue Equipment expense was \$0.9 million favorable to budget for both the month and 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Provision for Injuries & Damages	\$ 2,640	\$ -	\$ -	\$ 10,560	\$ -	\$ -

- 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Purchase of Security Services	\$ 1,782	\$ 407	\$ (252)	\$ 6,982	\$ 407	\$ (1,263)

- Purchase of Security Services was \$0.4 million favorable to budget for the month and \$0.3 million unfavorable to prior year due to the timing of invoices. Year-to-date, expenses were \$0.4 million favorable to budget and \$1.3 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Other Expenses	\$ 20,907	\$ 4,021	\$ 214	\$ 90,565	\$ 4,021	\$ (194)

- Other expenses were \$4.0 million favorable to budget for the month and \$4.0 million favorable to budget for the year-to-date due to the timing of contractual services invoices. Other expenses year-to-date were \$0.2 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Total Operating Expenses	\$ 128,745	\$ 15,331	\$ 3,602	\$ 540,038	\$ 15,331	\$ (1,456)

- Operating Expenses were \$15.3 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
	Apr-22	Budget Apr-22	Prior Year Apr22 vs. Apr21	2022	Budget 2022	Prior Year 2021
Recovery Ratio	55.29%	(4.30)		55.93%	1.20	

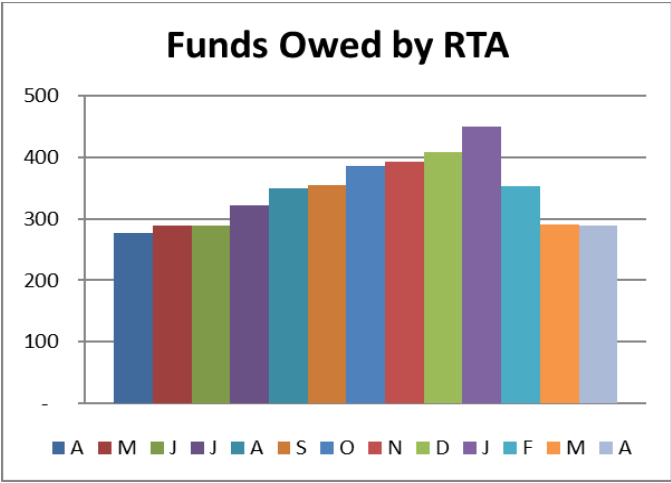
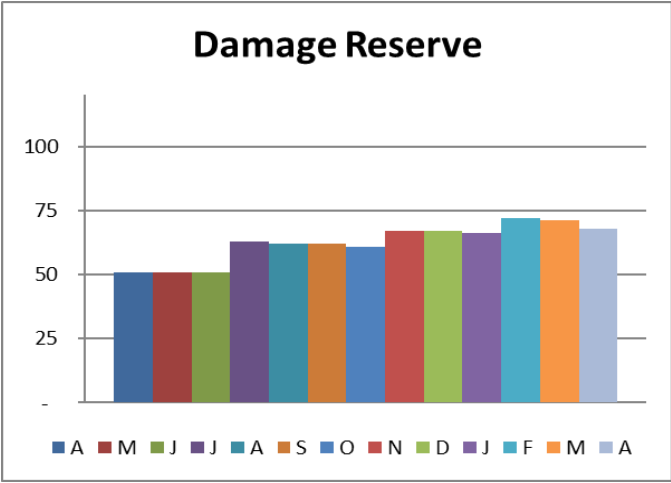
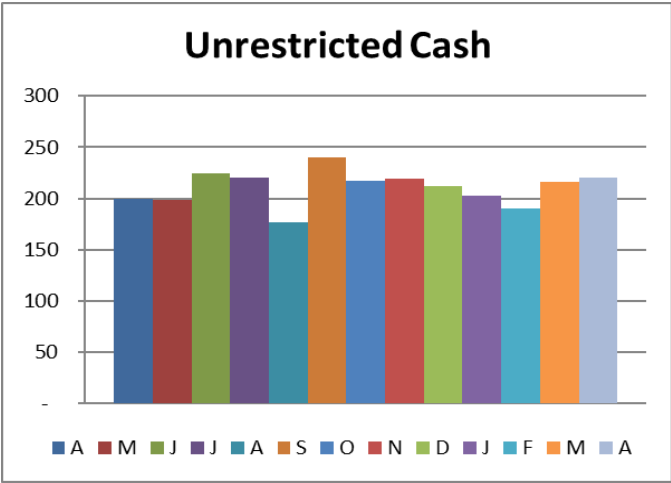
- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 55.29% for the month. This was unfavorable to budget by 4.30 percentage points for the month. Year-to-date, the recovery ratio was 55.93%, which was favorable to budget by 1.20 percentage points and favorable to the RTA required recovery ratio of 54.75% by 1.18 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

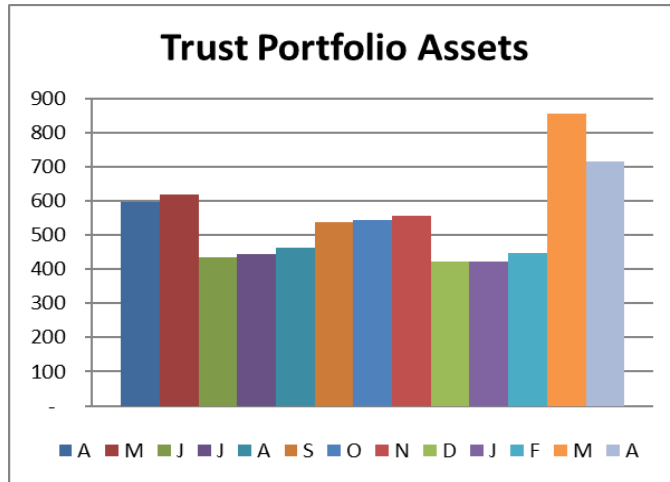
Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Apr-22	Apr-22	Apr22 vs. Apr21	2022	2022	2021
Bus	11,481	157	2,616	41,854	157	10,158
Rail	6,967	(1,226)	2,855	24,435	(1,226)	10,443
Rail to Rail Transfers	1,352	133	460	4,634	133	1,613
Total	19,800	(936)	5,931	70,922	(936)	22,214

- Ridership for the month of April was 19.8 million and was 0.9 million lower than budget and 5.9 million higher than prior year.
- Calendar adjusted ridership was up 44.3% 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 70.9 million and was 0.9 million lower than budget and 22.2 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 45.4% from the prior year-to-date.
- More details on ridership can be found in the April Ridership Report.

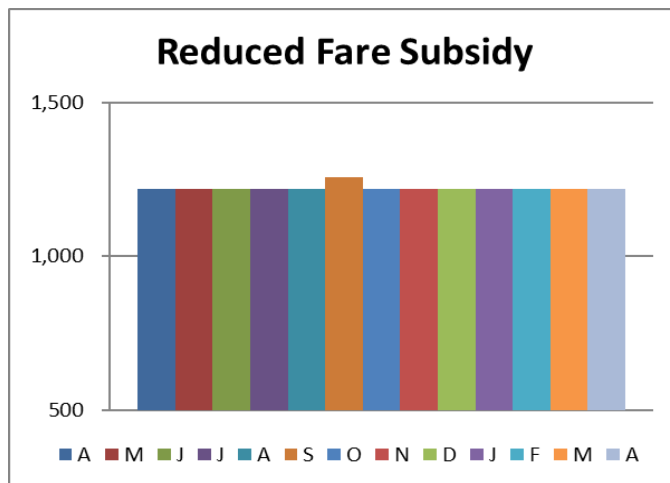
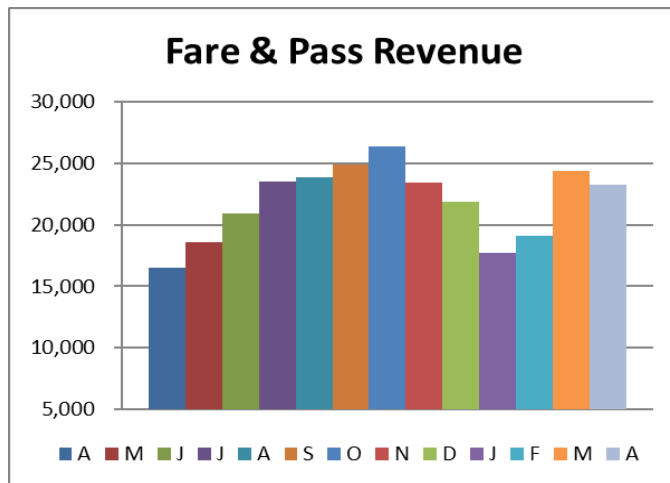
Cash & Liquidity



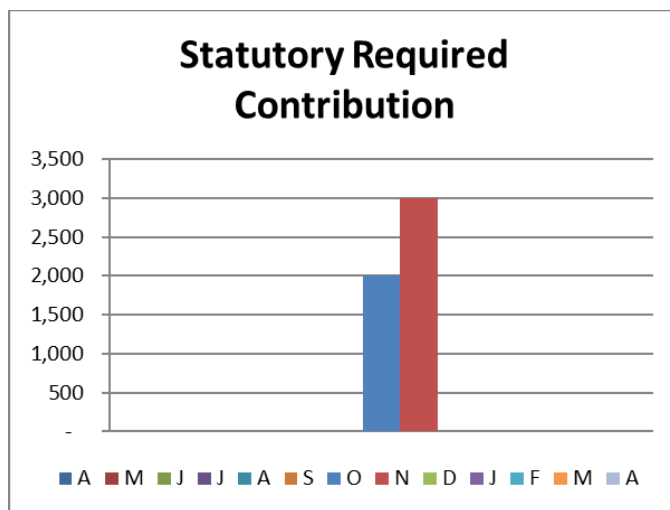
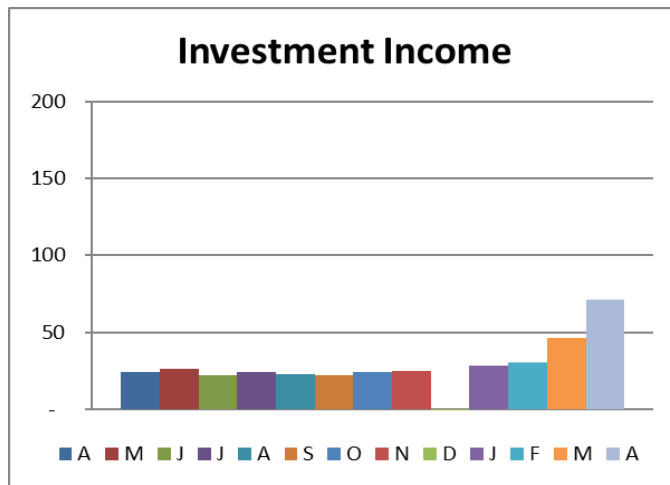
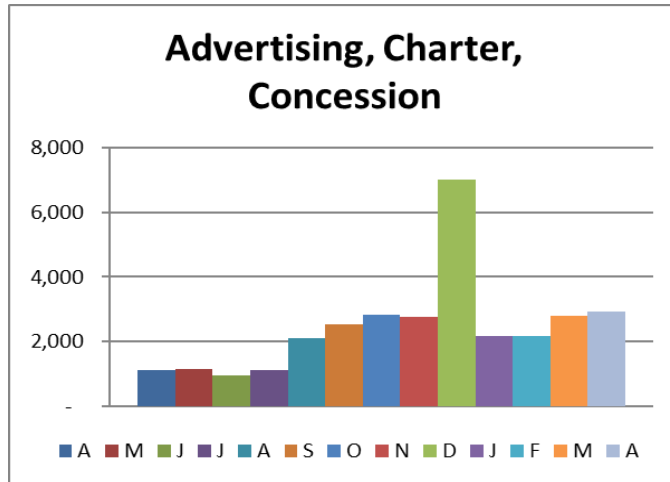
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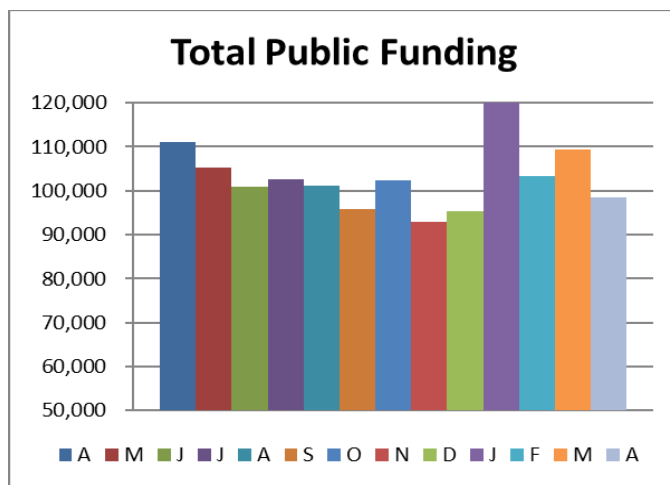
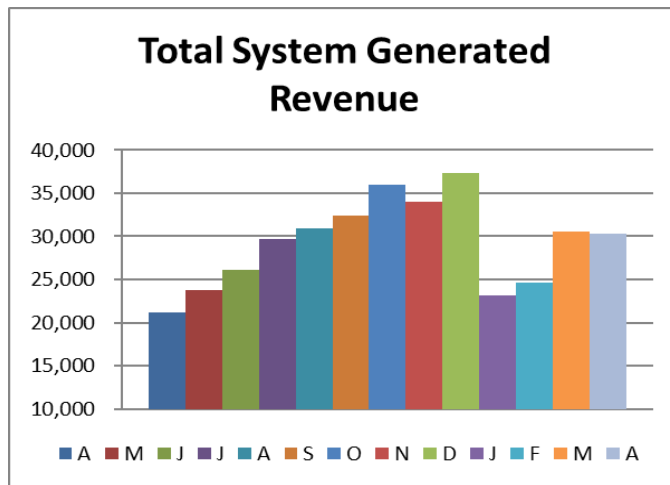
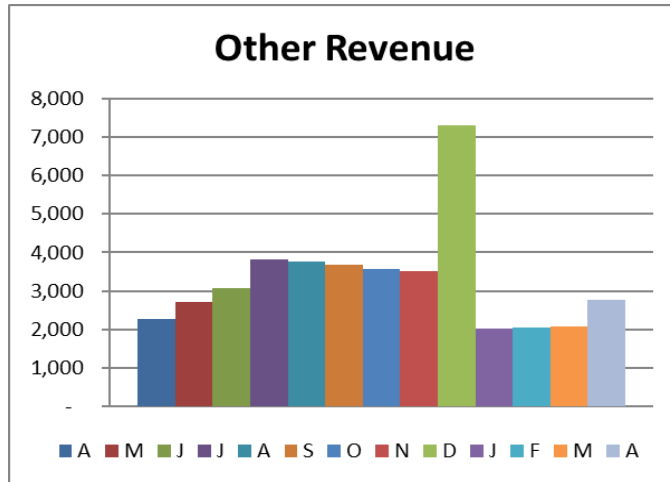
Revenue



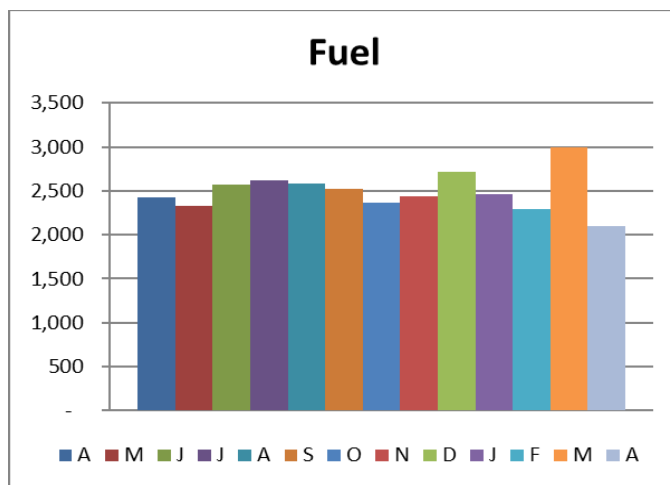
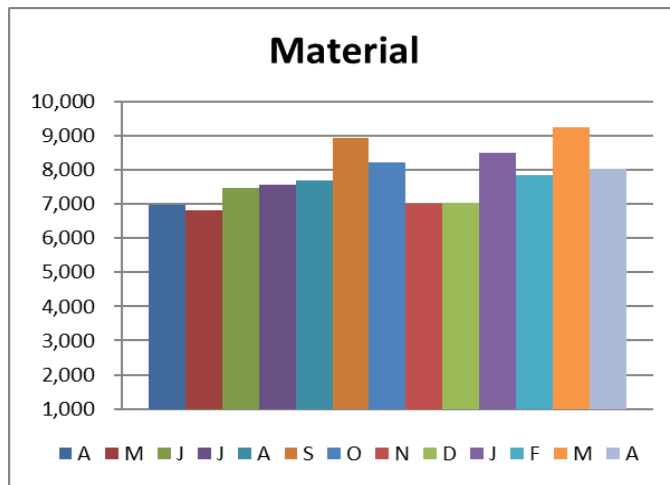
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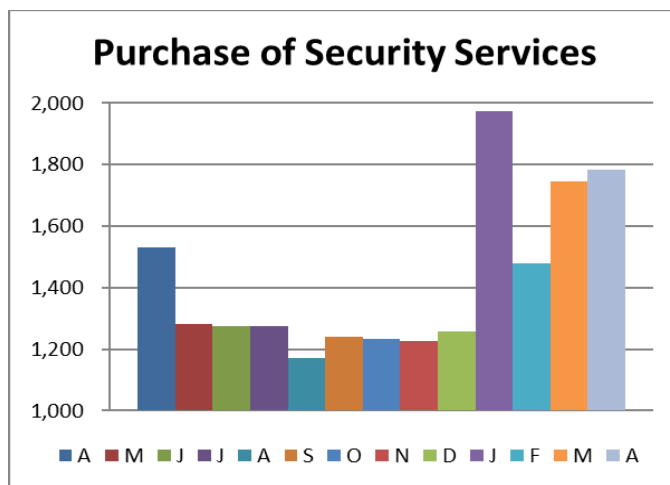
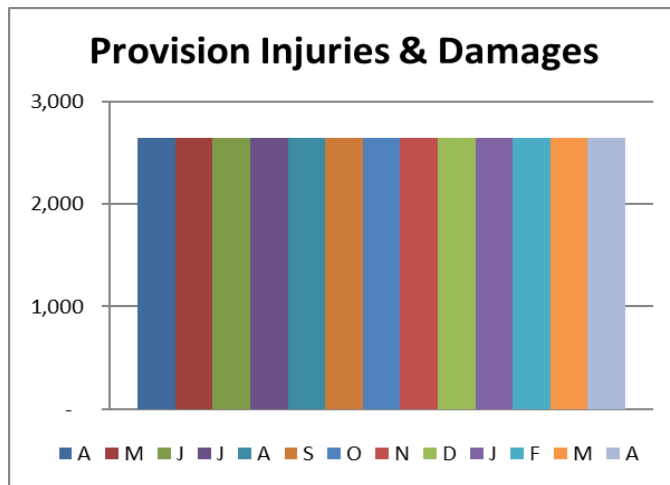
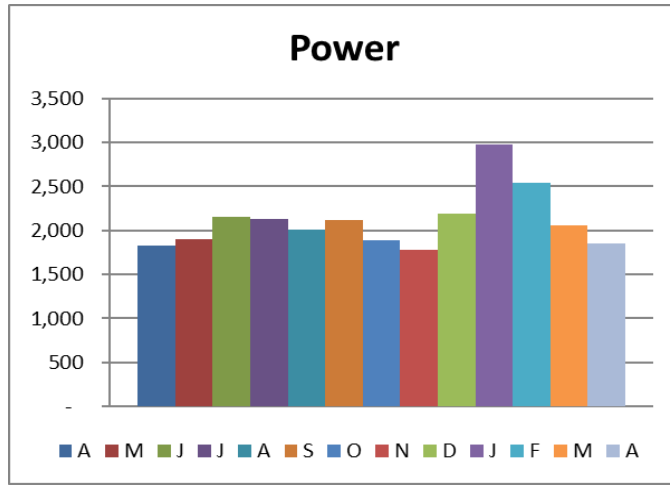
Revenue Cont'd



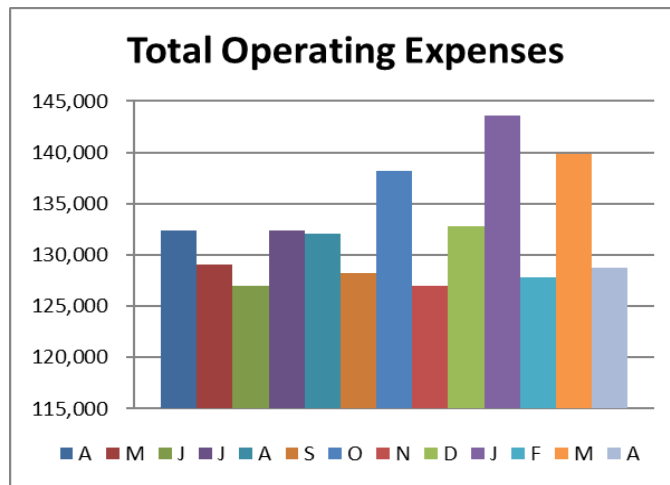
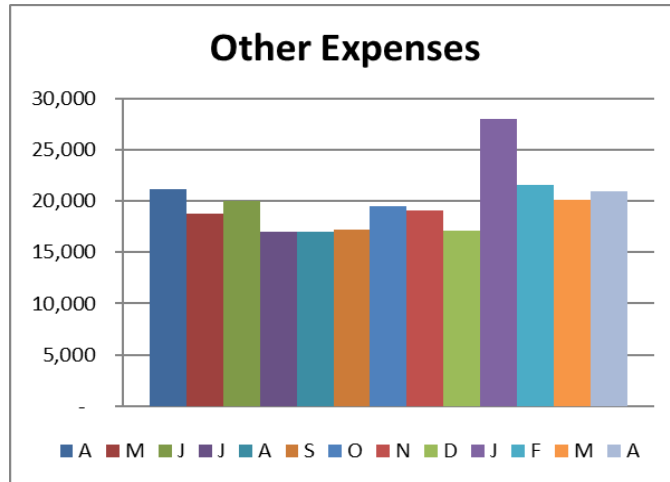
Expenses



Expenses Cont'd



Expenses Cont'd



Cash	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22
Unrestricted Cash	199	198	224	220	177	240	217	219	212	203	190	216	220
Damage Reserve	51	51	51	63	62	62	61	67	67	66	72	71	68
Funds Owed by RTA	276	289	288	321	350	354	386	392	408	449	353	290	288
Trust Portfolio Assets	597	617	434	445	461	536	543	557	421	422	446	854	714

Revenue	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22
Fare & Pass Revenue	16,530	18,605	20,884	23,489	23,848	24,907	26,337	23,456	21,860	17,751	19,132	24,407	23,282
Reduced Fare Subsidy	1,217	1,217	1,217	1,217	1,217	1,255	1,217	1,217	1,217	1,217	1,217	1,217	1,217
Advertising, Charter, Concession	1,105	1,154	941	1,124	2,121	2,532	2,839	2,779	7,006	2,187	2,171	2,786	2,928
Investment Income	24	26	22	24	23	22	24	25	(7)	28	30	46	71
Statutory Required Contribution	-	-	-	-	-	-	2,000	3,000	-	-	-	-	-
Other Revenue	2,281	2,712	3,074	3,806	3,762	3,692	3,562	3,512	7,295	2,008	2,035	2,063	2,770
Total System Generated Revenue	21,157	23,715	26,138	29,660	30,972	32,408	35,979	33,989	37,372	23,191	24,585	30,519	30,268
Total Public Funding	111,190	105,369	100,840	102,700	101,137	95,844	102,253	92,940	95,460	120,421	103,238	109,338	98,477

Expenses	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22
Labor	95,816	95,358	90,837	99,104	99,008	93,616	102,383	92,741	99,882	97,105	89,423	101,121	91,454
Material	6,976	6,828	7,455	7,567	7,682	8,927	8,225	7,001	7,020	8,491	7,829	9,227	8,013
Fuel	2,430	2,325	2,573	2,614	2,586	2,523	2,362	2,439	2,720	2,467	2,298	2,991	2,097
Power	1,833	1,900	2,158	2,126	2,015	2,124	1,889	1,781	2,191	2,975	2,537	2,053	1,851
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	1,531	1,281	1,276	1,275	1,171	1,242	1,233	1,227	1,258	1,974	1,478	1,747	1,782
Other Expenses	21,121	18,752	20,039	17,036	17,007	17,180	19,500	19,100	17,121	27,962	21,619	20,077	20,907
Total Operating Expenses	132,347	129,083	126,979	132,361	132,109	128,252	138,232	126,929	132,832	143,613	127,823	139,857	128,745