



To: Chicago Transit Authority Board  
From: Jeremy Fine, Chief Financial Officer  
Re: Financial Results for May 2023  
Date: July 12, 2023

## I. Summary

CTA's financial results for the month and year to date are impacted by the effect of the COVID-19 pandemic. CTA's financial results are \$10.5 million and \$57.3 million favorable to budget for May and year-to-date, respectively, primarily due to lower than anticipated labor costs. Public funding for 2023 collected year-to-date totaled \$340.6 million, which is \$0.2 million favorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$85.0 million of CRRSAA funding, which is approximately 23.5% of CTA's CRRSAA allocation, \$137.1 million of ARP funding, which is approximately 15.0% of CTA's ARP allocation, and \$14.6 million of ARP Discretionary funding, which is approximately 12.3% of CTA's ARP Discretionary allocation.

Ridership for the month was 24.3 million, which was 1.2 million higher than budget and 3.1 million higher than May 2022. Ridership year-to-date was 6.0 million higher than budget and 16.3 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 May 2023 compared to May 2022.

	May 2023	May 2022	Increase (Decrease)
Unrestricted Cash	\$ 122,797	\$ 189,313	\$ (66,516)
Damage Reserve	73,089	74,275	\$ (1,186)
Funds Owed by RTA	339,519	317,287	\$ 22,232
Trust Portfolio Assets	570,527	728,080	\$ (157,553)
Total Cash and Receivables	\$ 1,105,932	\$ 1,308,955	\$ (203,023)

CTA's total cash/receivables balance was equal to \$1.1 billion. Unrestricted cash was \$66.5 million lower than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$1.2 million lower than last year due to settlement payments offset by deposits into the fund. Funds owed by the RTA were approximately \$339.5 million which was \$22.2 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Fare & Pass Revenue	\$ 29,088	\$ 1,703	\$ 4,190	\$ 129,223	\$ 5,905	\$ 19,753

- Fare and pass revenue for May was \$1.7 million favorable to budget due to higher than expected bus and rail full fare revenue in addition to 1-day and 7-day pass revenue offset by lower U-pass revenues. It was \$4.2 million favorable to prior year primarily due higher bus and rail full fare revenue and pass revenue. The average fare for the month was \$1.20 per ride and was \$0.01 higher than budget and \$0.02 higher than the prior year.
- Year-to-date fare and pass revenue was \$5.9 million favorable to budget due to higher than expected bus and rail full fare revenue in addition to 7-day pass revenue. It was \$19.8 million favorable to prior year due to the continued recovery from the COVID-19 pandemic. The average fare for the year was \$1.19 per ride and was \$0.01 lower than budget and on par with the prior year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Reduced Fare Subsidy	\$ 1,217	\$ -	\$ -	\$ 6,086	\$ -	\$ -

- 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Advertising, Charter, Concession	\$ 2,504	\$ (231)	\$ (329)	\$ 14,412	\$ 743	\$ 1,507

- Advertising, Charter and Concessions Revenue was \$0.2 million unfavorable to budget for the month due to lower than anticipated vehicle and platform advertising revenue. It was \$0.7 million favorable to budget for the year-to-date due to higher than anticipated vehicle and platform advertising and special contract guarantee revenues received in 2023. This revenue category was \$1.5 million higher than prior year due to additional vehicle and platform advertising revenues received in 2023.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Investment income	\$ 901	\$ 692	\$ 795	\$ 3,904	\$ 2,862	\$ 3,622

- Investment income was \$0.7 million and \$2.9 million favorable to budget for the month and the year-to-date, respectively. It was \$3.6 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Other Revenue	\$ 1,966	\$ 228	\$ (171)	\$ 9,282	\$ 581	\$ (1,731)

- Other Revenue was \$0.2 million favorable to budget for the month due to higher than expected movie generated revenue and \$0.6 million favorable for the year-to-date due to higher than expected movie generated and rental revenues. Other revenue was \$0.2 million unfavorable to May 2022 and \$1.7 million unfavorable to the prior year-to-date due to lower non-capital grant and miscellaneous revenues. 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Total System Generated Revenue	\$ 35,676	\$ 2,392	\$ 4,485	\$ 162,906	\$ 10,091	\$ 23,151

- Total System-Generated Revenue was \$2.4 million and \$10.1 million higher than budget for the month and the year-to-date, respectively, due to higher than expected fare revenue in addition to investment income. It was \$4.5 million and \$23.2 million higher than May 2022 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Labor	\$ 97,980	\$ 5,236	\$ (8,431)	\$ 492,293	\$ 35,597	\$ (23,641)

- Labor expense was \$5.2 million favorable to budget for the month and \$35.6 million favorable for the year-to-date due to lower than anticipated labor costs. Labor expense was \$8.4 million unfavorable to May 2022 and \$23.6 million unfavorable to prior year-to-date due to the timing of open positions and the impact of contractual wage increases.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Material	\$ 9,167	\$ (179)	\$ (1,176)	\$ 47,352	\$ (389)	\$ (5,800)

- Material expense was \$0.2 million unfavorable to budget for the month and \$0.4 million unfavorable year-to-date due to the timing of vehicle parts usage, most of the bus fleet being out of warranty, and the increase in cost of materials. Material expense was \$1.2 million and \$5.8 million unfavorable to May 2022 and prior year-to-date, respectively, 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-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Fuel	\$ 3,157	\$ 1,110	\$ (1,290)	\$ 16,195	\$ 5,583	\$ (4,474)

- Fuel for Revenue Equipment expense was \$1.1 million favorable to budget in May and \$5.6 million favorable year-to-date primarily due to lower than anticipated usage and fuel prices. Higher fuel prices account 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-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Power	\$ 2,156	\$ 613	\$ (1,317)	\$ 9,519	\$ 660	\$ 737

- The Electric Power for Revenue Equipment expense was \$0.6 million favorable to budget for the month of May. In May 2022, CTA began receiving a credit toward traction power expenses from ComEd due to the Carbon-Free Energy Resources Adjustment (CFRA) resulting from a provision in the Climate and Equitable Jobs Act (CEJA) signed by the Governor in September 2021. Year-to-date traction power expense was \$0.7 million favorable to budget due to lower than anticipated usage. Traction power expense was \$0.7 million favorable to prior year-to-date because the CFRA credit had not yet been applied during that time last year. CTA will receive CFRA credits through May 2023; however, the adjustment is anticipated to result in an additional charge from June through the remainder of the year.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Provision for Injuries & Damages	\$ 1,683	\$ -	\$ 957	\$ 8,417	\$ -	\$ 4,783

- The Provision for Injuries & Damages expense was on par with budget for the month and year-to-date. The expense was \$4.8 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-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Purchase of Security Services	\$ 4,753	\$ (1,324)	\$ (2,983)	\$ 19,535	\$ (2,389)	\$ (10,783)

- Purchase of Security Services was \$1.3 million unfavorable to budget for the month and \$3.0 million unfavorable to May 2022 due to the timing of invoices and an increase in private security services. Year-to-date, expenses were \$2.4 million unfavorable to budget and \$10.8 million unfavorable to prior year due to the timing of invoices for police and the increase in private security services.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Other Expenses	\$ 20,896	\$ 2,609	\$ (2,385)	\$ 114,895	\$ 8,136	\$ (5,820)

- Other expenses were \$2.6 million favorable to budget for the month and \$8.1 million favorable to budget for the year-to-date due to the timing of contractual services invoices. Other expenses year-to-date were \$5.8 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
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Total Operating Expenses	\$ 139,793	\$ 8,066	\$ (16,623)	\$ 708,205	\$ 47,198	\$ (44,997)

- Operating Expenses were \$8.1 million and \$47.2 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, material, and fuel expenses.

## V. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	May-23	Budget May-23	Prior Year May23 vs. May22	2023	Budget 2023	Prior Year 2022
Recovery Ratio	51.39%	(2.25)		46.35%	(8.81)	

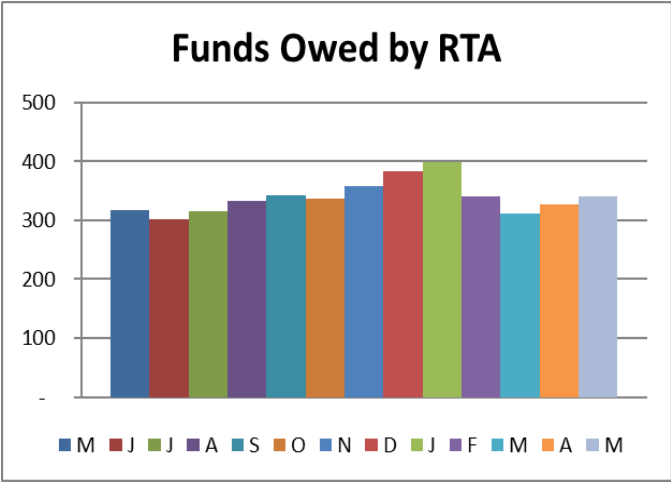
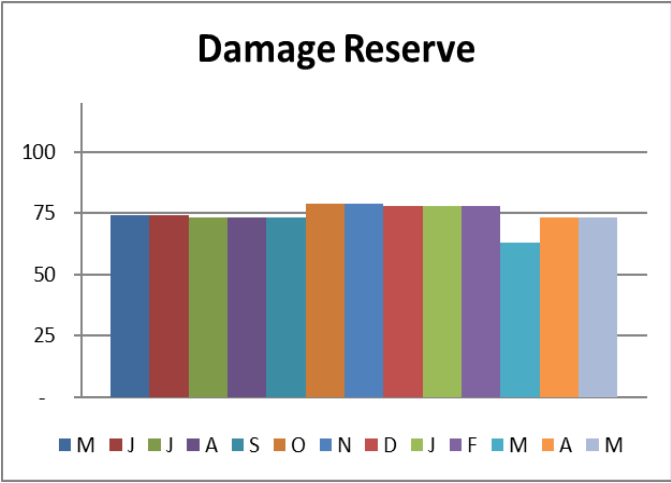
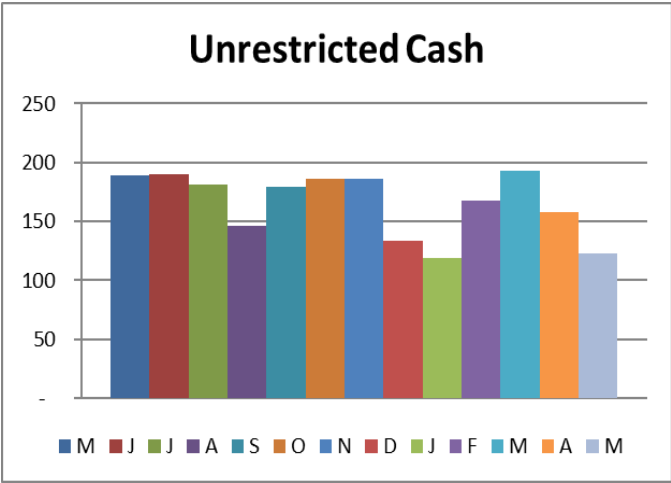
- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 51.39% for the month. This was unfavorable to budget by 2.25 percentage points for the month. Year-to-date, the recovery ratio was 46.35%, which was unfavorable to budget by 8.81 percentage points and favorable to the RTA required recovery ratio of 42.00% by 4.35 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

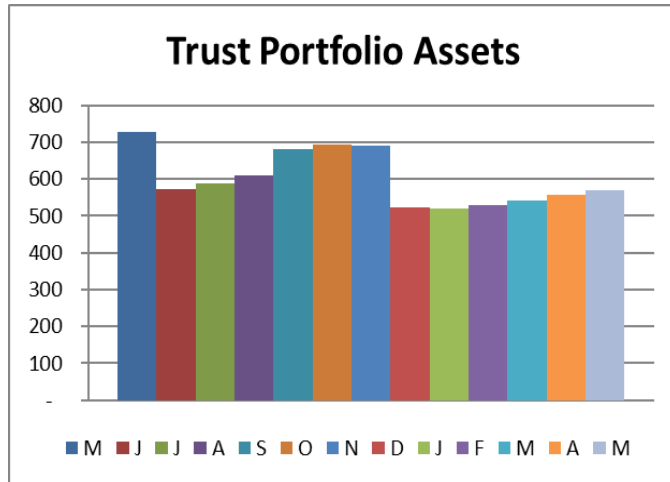
Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	May-23	May-23	May23 vs. May22	2023	2023	2022
Bus	14,127	1,248	1,873	63,742	5,972	9,634
Rail	8,635	(32)	1,113	37,825	(177)	5,868
Rail to Rail Transfers	1,522	(14)	121	6,832	248	797
<b>Total</b>	<b>24,284</b>	<b>1,202</b>	<b>3,106</b>	<b>108,399</b>	<b>6,043</b>	<b>16,299</b>

- Ridership for the month of May was 24.3 million and was 1.2 million higher than budget and 3.1 million higher than prior year.
- Calendar adjusted ridership was up 12.6% from prior year due to continued recovery from the COVID-19 pandemic.
- Ridership for the year-to-date was 108.4 million and was 6.0 million higher than budget and 16.3 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 17.8% from the prior year-to-date.
- More details on ridership can be found in the May Ridership Report.

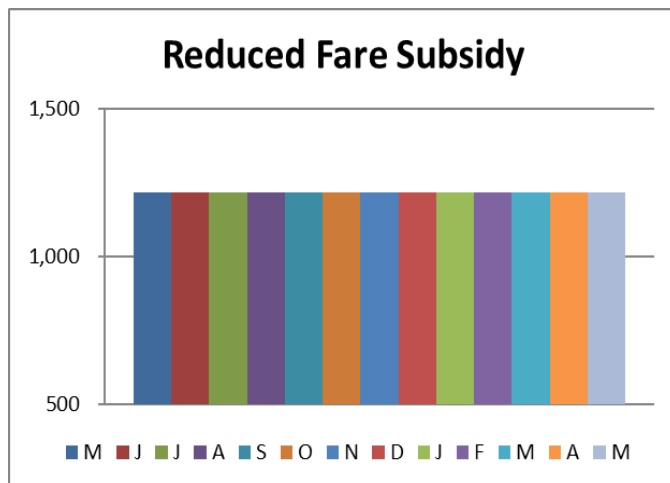
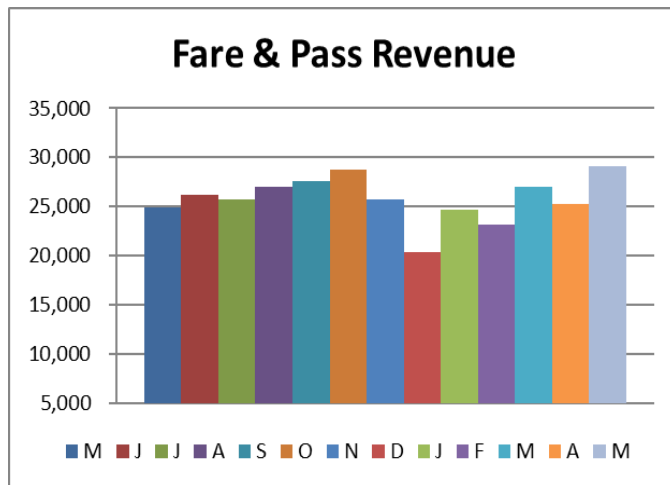
Cash & Liquidity



Cash & Liquidity Cont'd

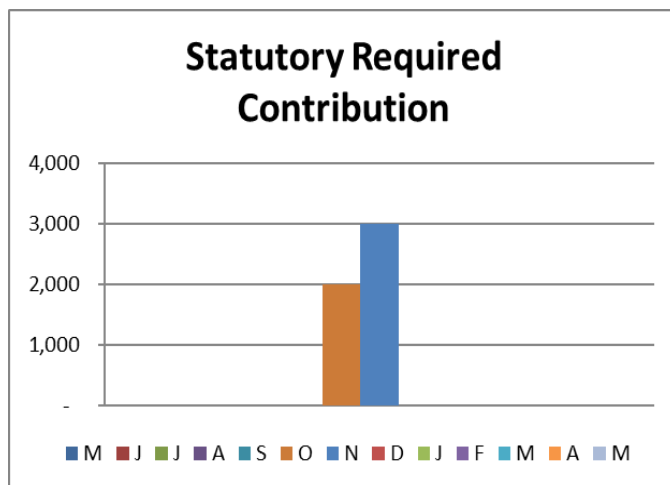
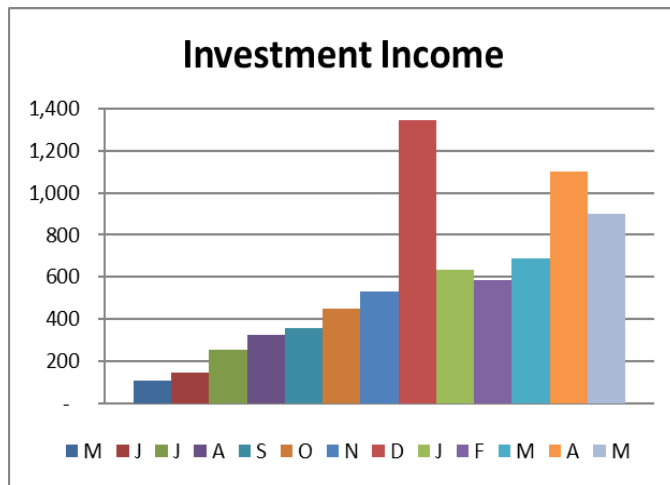
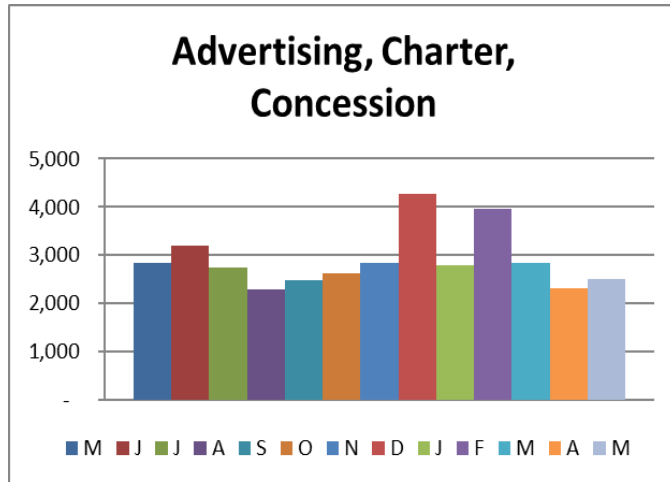


Revenue

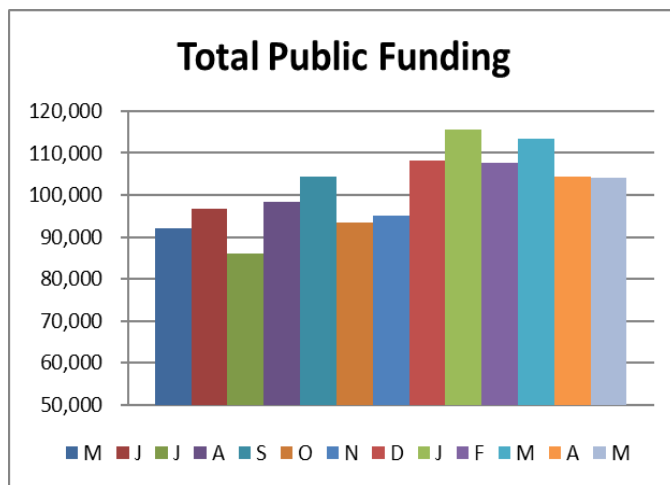
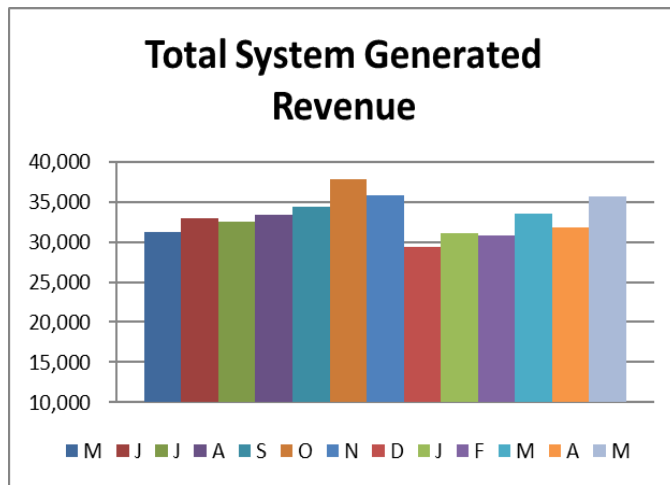
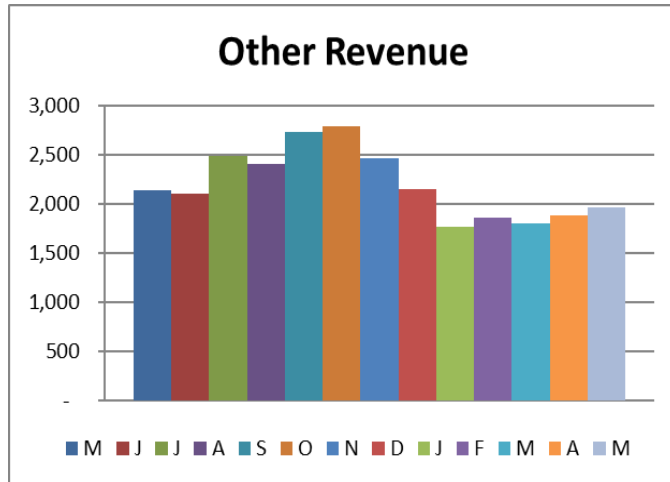




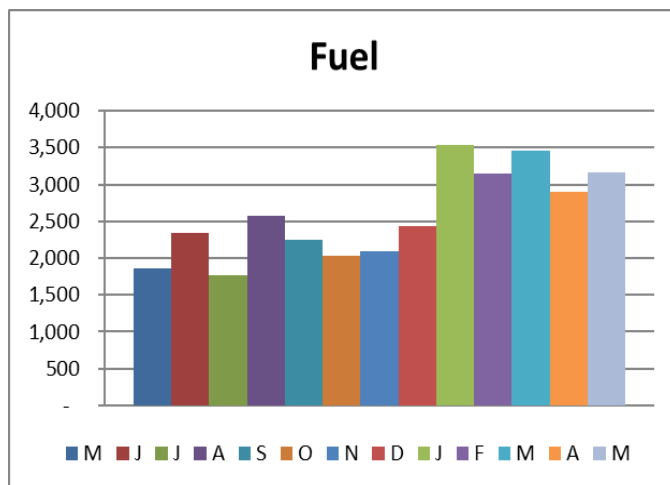
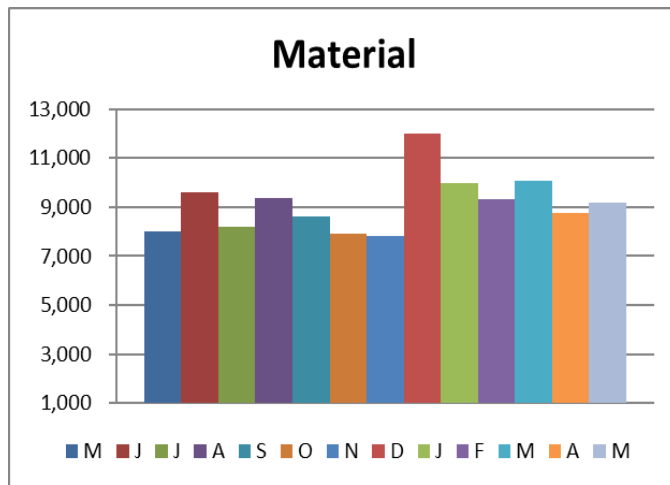
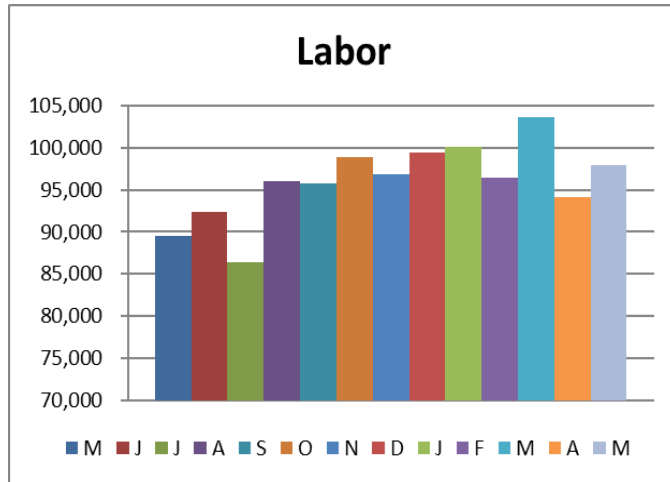
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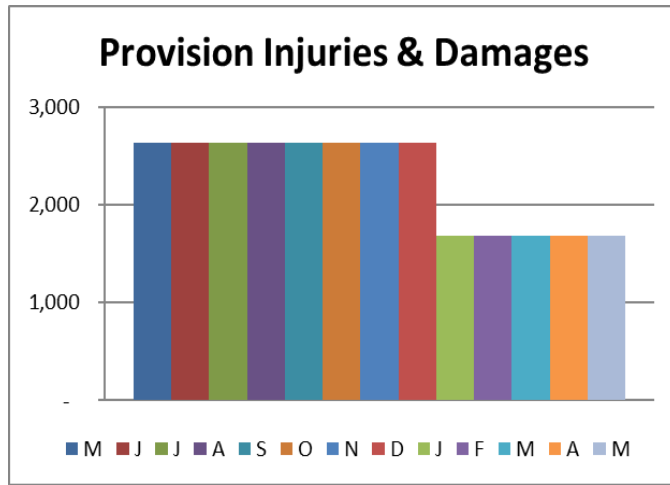
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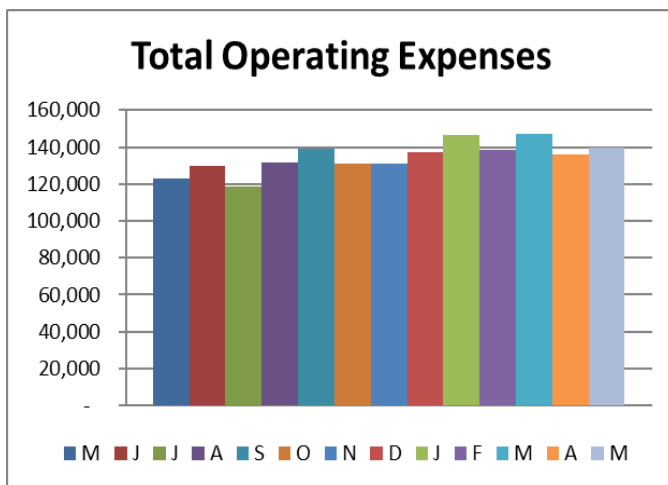
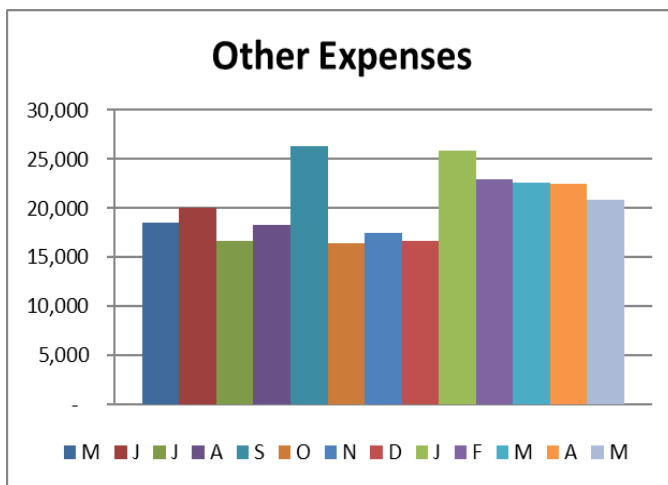
## Expenses



Expenses Cont'd



Expenses Cont'd



Cash	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Unrestricted Cash	189	190	181	146	179	186	186	134	119	168	193	158	123
Damage Reserve	74	74	73	73	73	79	79	78	78	78	63	73	73
Funds Owed by RTA	317	301	316	333	342	336	358	383	398	341	312	326	340
Trust Portfolio Assets	728	572	587	609	680	692	689	524	519	528	542	558	571

Revenue	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Fare & Pass Revenue	24,898	26,212	25,783	27,066	27,555	28,731	25,695	20,379	24,665	23,168	26,982	25,320	29,088
Reduced Fare Subsidy	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217
Advertising, Charter, Concession	2,833	3,209	2,747	2,294	2,493	2,635	2,838	4,266	2,793	3,957	2,846	2,311	2,504
Investment Income	106	146	254	325	359	450	529	1,346	633	582	689	1,099	901
Statutory Required Contribution	-	-	-	-	-	2,000	3,000	-	-	-	-	-	-
Other Revenue	2,137	2,111	2,494	2,406	2,729	2,792	2,468	2,155	1,768	1,860	1,800	1,888	1,966
Total System Generated Revenue	31,191	32,895	32,494	33,308	34,354	37,826	35,746	29,363	31,076	30,785	33,535	31,835	35,676
Total Public Funding	91,979	96,809	86,068	98,476	104,453	93,360	95,090	108,099	115,664	107,728	113,453	104,337	104,117

Expenses	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
Labor	89,550	92,316	86,393	96,015	95,722	98,929	96,881	99,360	100,139	96,413	103,624	94,137	97,980
Material	7,991	9,610	8,197	9,369	8,604	7,906	7,805	12,009	9,990	9,341	10,080	8,773	9,167
Fuel	1,867	2,334	1,760	2,579	2,248	2,024	2,097	2,439	3,530	3,143	3,464	2,900	3,157
Power	840	1,000	1,171	691	998	919	1,428	1,861	2,104	1,476	1,935	1,847	2,156
Provision Injuries & Damages	2,640	2,640	2,640	2,640	2,640	2,640	2,640	2,640	1,683	1,683	1,683	1,683	1,683
Purchase of Security Services	1,771	1,775	1,767	2,150	2,243	2,300	2,464	2,493	3,400	3,489	3,576	4,317	4,753
Other Expenses	18,511	20,029	16,634	18,341	26,351	16,468	17,521	16,660	25,893	22,967	22,624	22,515	20,896
Total Operating Expenses	123,170	129,704	118,562	131,785	138,807	131,186	130,836	137,462	146,740	138,513	146,988	136,172	139,793