



To: Chicago Transit Authority Board
 From: Tom McKone, Chief Financial Officer
 Re: Financial Results for October 2024
 Date: December 11, 2024

I. Summary

CTA’s financial results are \$10.9 million favorable to budget for October primarily due to lower-than-budgeted contractual services and other expenses. Results are \$103.3 million favorable to budget for the year-to-date primarily due to lower than budgeted labor costs and other expenses. Public funding for 2024 collected year-to-date totaled \$808.3 million, which is \$2.3 million unfavorable to budget. CTA has drawn down the full amount of CARES funding of \$817.5 million in addition to \$187.7 million of CRRSAA funding, which is approximately 52.0% of CTA’s CRRSAA allocation, \$425.2 million of ARP funding, which is approximately 46.6% of CTA’s ARP allocation, and \$53.2 million of ARP Discretionary funding, which is approximately 44.9% of CTA’s ARP Discretionary allocation.

Ridership for the month was 30.1 million, which was 3.3 million higher than budget and 3.4 million higher than October 2023. Ridership year-to-date was 17.3 million higher than budget and 28.1 million higher than the prior year. CTA’s continued expansion of service primarily drives the increased year-over-year ridership.

II. Cash & Liquidity

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

	October 2024	October 2023	Increase (Decrease)
Unrestricted Cash	\$ 155,508	\$ 199,885	\$ (44,377)
Damage Reserve	61,294	71,541	\$ (10,247)
Funds Owed by RTA	337,347	323,702	\$ 13,645
Trust Portfolio Assets	625,147	640,623	\$ (15,476)
Total Cash and Receivables	\$ 1,179,296	\$ 1,235,751	\$ (56,455)

CTA’s total cash/receivables balance was \$1.2 billion. Unrestricted cash was \$44.4 million lower than the prior year due to the timing of cash receipts and invoice payments. The Damage Reserve fund was \$10.2 million lower than last year due to settlement payments offset by deposits into the fund. Funds owed by the RTA were approximately \$337.3 million which was \$13.6 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 represent bond proceeds held in Trust for funding capital projects and making required debt service payments and therefore go down when payments are made.

III. Revenue

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Fare & Pass Revenue	\$ 33,156	\$ 1,275	\$ 2,168	\$ 296,940	\$ 5,680	\$ 21,562

- In October, fare and pass revenue exceeded the budget by \$1.3 million. This positive variance was driven by an increase in full-fare rail trips, as well as favorable pass revenue, specifically 30-day and 1-day passes. Compared to prior year, this reflects a revenue increase of \$2.2 million, primarily attributed to more pass customers. The average fare for the month was \$1.10 per ride, which was \$0.09 lower than the budgeted rate and \$0.06 lower than the average fare in the prior year.
- Year-to-date fare and pass revenue was \$5.7 million higher than budget, due to favorable pass revenue driven by higher-than-expected ridership. Compared to the previous year, revenue has increased \$21.6 million, largely attributed to higher service levels that supported higher ridership. The average fare for the year is \$1.14 per ride, which is \$0.06 lower than budgeted and \$0.04 lower than last year.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Reduced Fare Subsidy	\$ 1,321	\$ -	\$ 103	\$ 13,206	\$ -	\$ 1,034

- The Reduced Fare Subsidy was in line with budget for both the month and year-to-date, which represents an increase of \$0.1M over October 2023 and \$1.0 million higher for the year-to-date. This improvement is based on a higher expected reimbursement from the State in 2024 compared to 2023.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Advertising, Charter, Concession	\$ 2,645	\$ (231)	\$ 481	\$ 26,473	\$ (1,665)	\$ 1,759

- Advertising, Charter, and Concessions Revenue was \$0.2 million unfavorable to budget for the month, primarily due to lower-than-expected vehicle and platform advertising revenue. Year-to-date, revenue was \$1.7 million below budget, mainly due to the timing of payments related to a new contract with our advertising agency. Year-to-date revenue was \$1.8 million higher than the prior year, primarily due to additional revenue from bus charter services provided during the Democratic National Convention. This increase was partially offset by a decline in vehicle and platform advertising revenues related to the timing of the new contract.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Investment income	\$ 1,011	\$ 595	\$ 32	\$ 10,038	\$ 5,872	\$ 2,324

- Investment income was \$0.6 million and \$5.9 million favorable to budget for the month and the year-to-date, respectively. This is a \$2.3 million increase over prior year-to-date due to fluctuations in the short-term market rates.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Other Revenue	\$ 1,974	\$ 89	\$ (287)	\$ 19,212	\$ 360	\$ (620)

- Other Revenue was \$0.1 million favorable to budget for the month. Year-to-date, it was \$0.4 million favorable to budget, driven by increased rental revenue and scrap material sales. For the month, Other Revenue was \$0.3 million lower than the prior year due to decreased non-capital grant revenue. Year-to-date, it was \$0.6 million unfavorable compared to the prior year, primarily due to lower movie-generated revenue and non-capital grant revenues, which were partially offset by increased parking lot and rental revenues. The decline in non-capital grant revenue was balanced by a corresponding decrease in non-capital grant expenses.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Total System Generated Revenue	\$ 42,107	\$ 1,727	\$ 2,498	\$ 367,868	\$ 10,247	\$ 26,059

- Total System-Generated Revenue was \$1.7 million favorable to budget for the month and \$10.2 million favorable year-to-date, driven by higher-than-expected pass revenue and investment income. Compared to October 2023, revenue increased by \$2.5 million for the month, and was \$26.1 million higher year-to-date, primarily due to the growth in both pass revenue and investment income.

IV. Expenses

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Oct-24	Budget Oct-24	Prior Year Oct24 vs. Oct23	2024	Budget 2024	Prior Year 2023
Labor	\$ 120,244	\$ 1,443	\$ (11,793)	\$ 1,099,214	\$ 41,660	\$ (94,229)

- Labor expense was \$1.4 million favorable to budget for the month and \$41.7 million favorable for the year-to-date due to lower labor costs from lower than budgeted headcount. Labor expense was \$11.8 million higher than October 2023 and year-to-date labor expense was \$94.2 million higher, primarily due to contractual wage increases and increased staffing necessary for expanded service delivery.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Oct-24	Budget Oct-24	Prior Year Oct24 vs. Oct23	2024	Budget 2024	Prior Year 2023
Material	\$ 12,114	\$ (1,062)	\$ (1,931)	\$ 108,135	\$ 1,092	\$ (12,098)

- Material expense was \$1.1 million unfavorable to budget for the month, but \$1.1 million favorable for the year-to-date due to the timing of vehicle parts usage. This was \$1.9 million higher than October 2023 and \$12.1 million higher than 2023 for 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
	Oct-24	Budget Oct-24	Prior Year Oct24 vs. Oct23	2024	Budget 2024	Prior Year 2023
Fuel	\$ 3,675	\$ 443	\$ (462)	\$ 34,674	\$ 6,403	\$ (2,651)

- Fuel for Revenue Equipment expense was \$0.4 million favorable to budget in October and \$6.4 million favorable year-to-date due to lower than anticipated usage along with favorable fuel prices. Compared to prior year, fuel is \$0.5 million higher for October and \$2.7 million higher year-to-date driven by slightly higher usage.

Category	Current Month			Full Year		
	Actual	Variance to	Variance to	Actual	Variance to	Variance to
	Oct-24	Budget Oct-24	Prior Year Oct24 vs. Oct23	2024	Budget 2024	Prior Year 2023
Power	\$ 2,556	\$ 48	\$ (417)	\$ 28,337	\$ 1,896	\$ (6,303)

- The Electric Power for Revenue Equipment expense was slightly favorable to budget for the month and \$1.9 million favorable to budget for the year-to-date due to lower than anticipated usage. Traction power expense was \$6.3 million unfavorable to prior year-to-date due to higher ComEd rates.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Provision for Injuries & Damages	\$ 1,654	\$ -	\$ 29	\$ 16,542	\$ -	\$ 292

- The Provision for Injuries & Damages expense was on par with budget for the month and year-to-date. The expense was \$0.3 million favorable to the prior year-to-date due to funding requirements.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Purchase of Security Services	\$ 7,460	\$ (2,031)	\$ (671)	\$ 74,054	\$ (19,762)	\$ (24,914)

- Purchase of Security Services was \$2.0 million unfavorable to budget for the month and \$0.7 million unfavorable to October 2023 due to additional private security services on the system. On a year-to-date basis, expenses were \$19.8 million unfavorable to budget and \$24.9 million unfavorable to prior year due to the increase in private security services. These results are consistent with our forecast for the year for security services.

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Other Expenses	\$ 17,075	\$ 10,368	\$ (1,915)	\$ 213,597	\$ 61,733	\$ (11,190)

- Other expenses were \$10.4 million favorable to budget for the month and \$61.7 million favorable to budget for the year-to-date due to the timing of contractual services invoices and additional credit for the pension obligation bond expense. Other expenses year-to-date were \$11.2 million higher than 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 Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Total Operating Expenses	\$ 164,778	\$ 9,209	\$ (17,160)	\$ 1,574,552	\$ 93,023	\$ (151,094)

- Operating Expenses were \$9.2 million favorable to budget for the month due to lower than anticipated other expenses. Operating Expenses were \$93.0 million favorable to budget for the year-to-date 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 expenses, which are detailed above.

V. Recovery Ratio

Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Recovery Ratio	48.69%	0.69		50.93%	(3.66)	

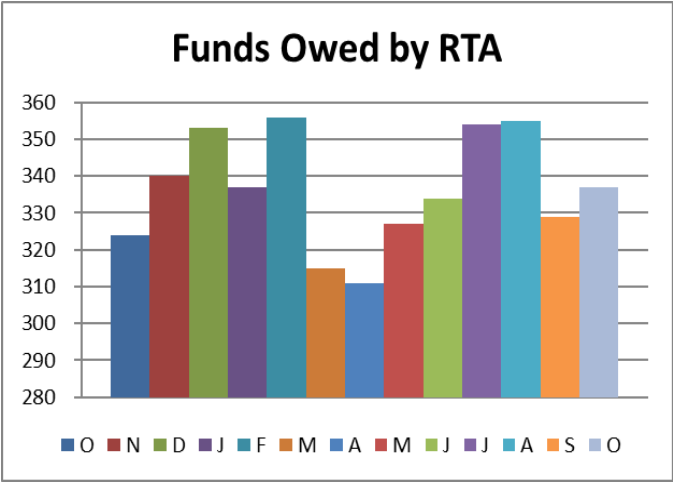
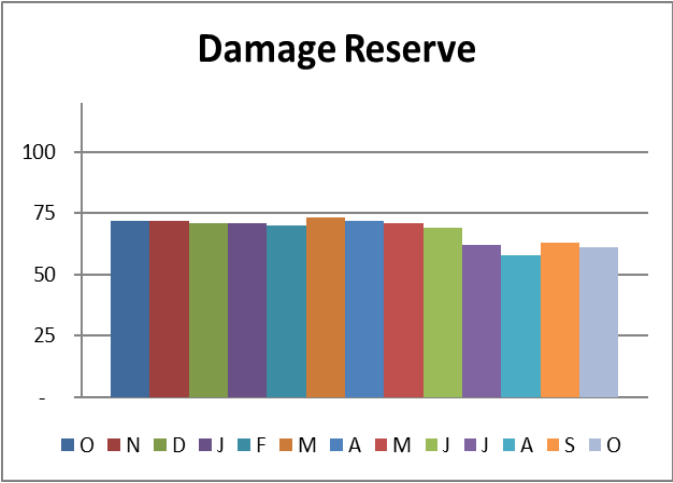
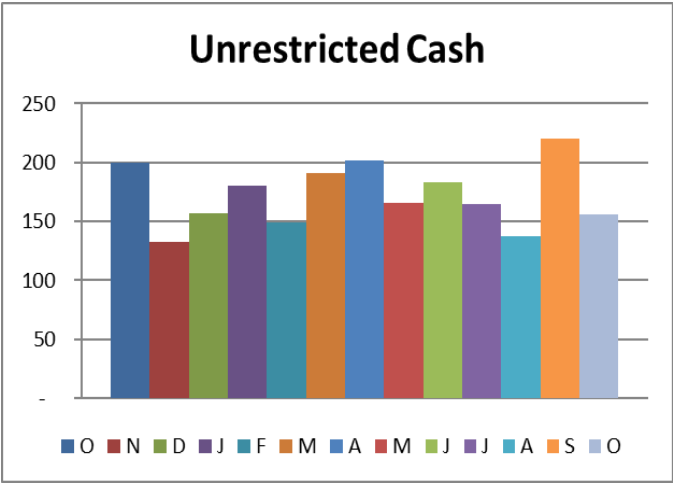
- Recovery Ratio, which measures the percentage of operating expenses CTA funds from internally generated revenues, was 48.69% for the month. This was favorable to budget by 0.69 percentage points for the month. Year-to-date, the recovery ratio was 50.93%, which was unfavorable to budget by 3.66 percentage points but favorable to the RTA required recovery ratio of 42.00% by 8.93 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 pandemic. The legislature further extended the waiver through 2025.

VI. Ridership

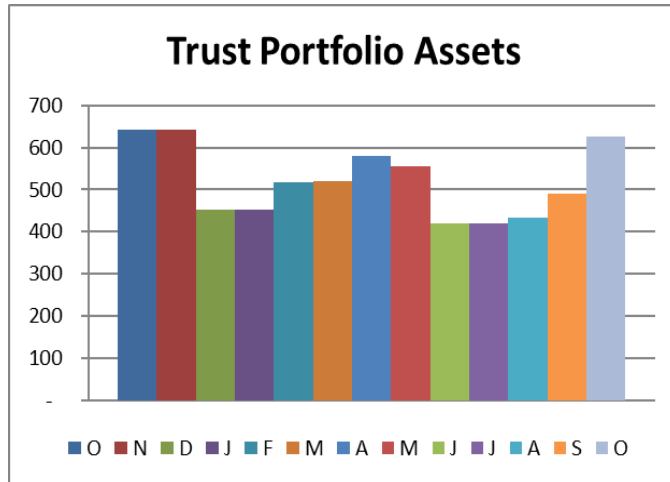
Category	Current Month			Full Year		
	Actual	Variance to Budget	Variance to Prior Year	Actual	Variance to Budget	Variance to Prior Year
	Oct-24	Oct-24	Oct24 vs. Oct23	2024	2024	2023
Bus	17,514	2,114	2,272	153,328	11,821	18,832
Rail	10,749	941	914	91,652	4,561	7,791
Rail to Rail Transfers	1,882	215	207	16,347	881	1,447
Total	30,145	3,271	3,393	261,326	17,263	28,071

- Ridership for October was 30.1 million, 3.3 million higher than budget and 3.4 million higher than prior year.
- Calendar adjusted ridership was up 10.9% from prior year due to increased ridership from CTA's continued expansion of service delivery.
- Ridership for the year-to-date was 261.3 million, 17.3 million higher than budget and 28.1 million higher than the prior year-to-date.
- Calendar adjusted ridership was up 11.4% from the prior year-to-date.
- More details on ridership can be found in the October Ridership Report.

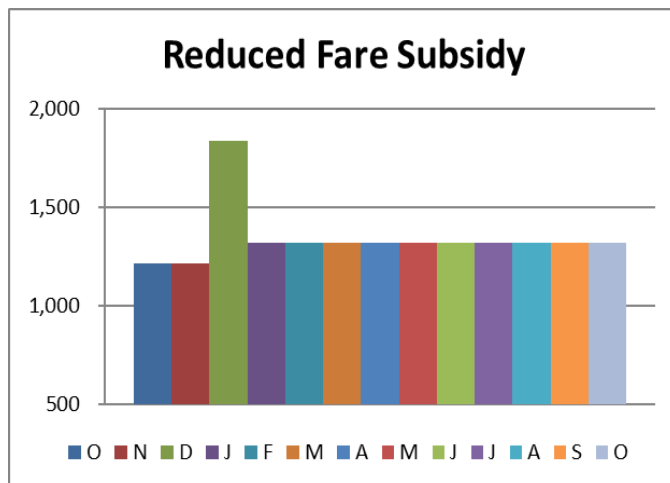
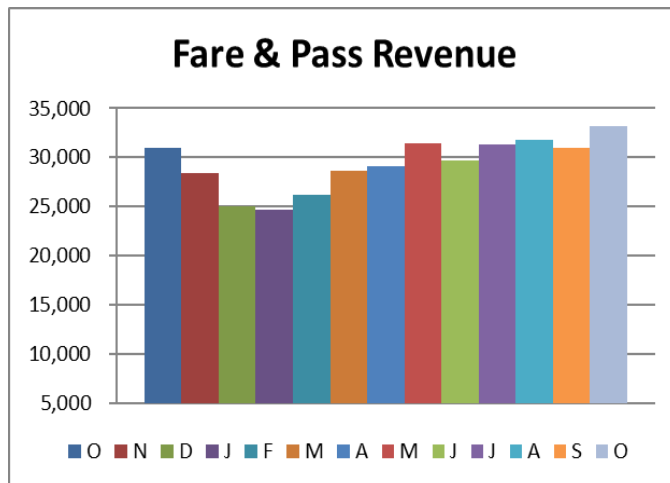
Cash & Liquidity



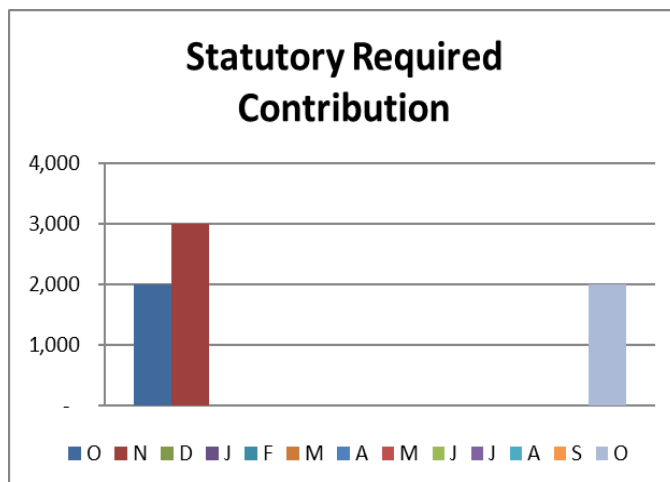
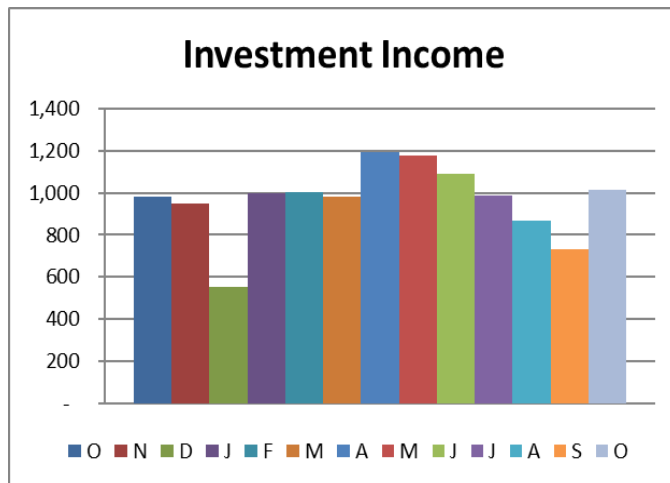
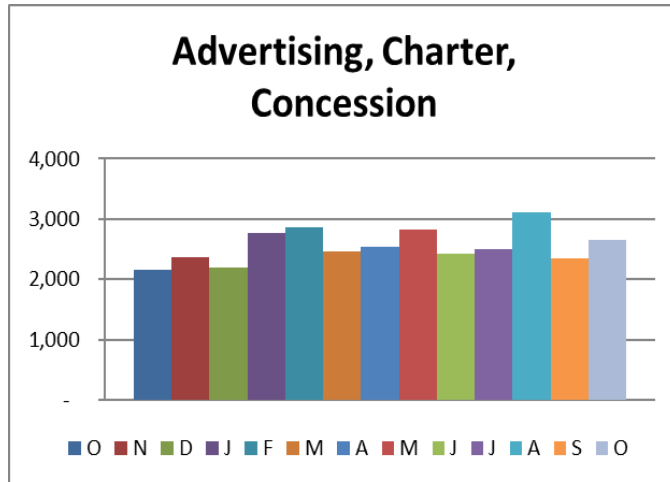
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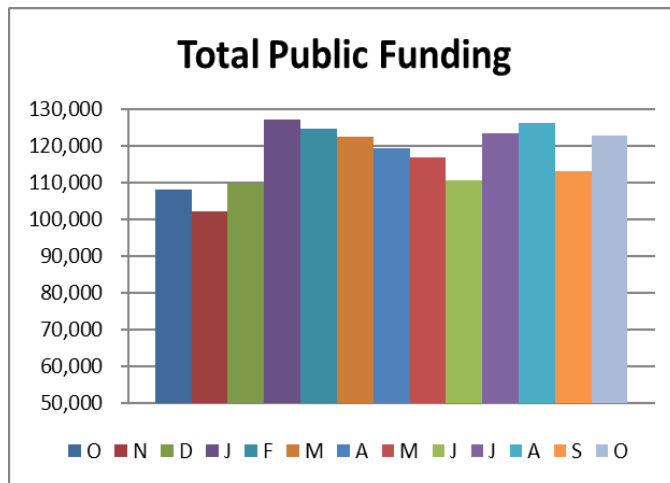
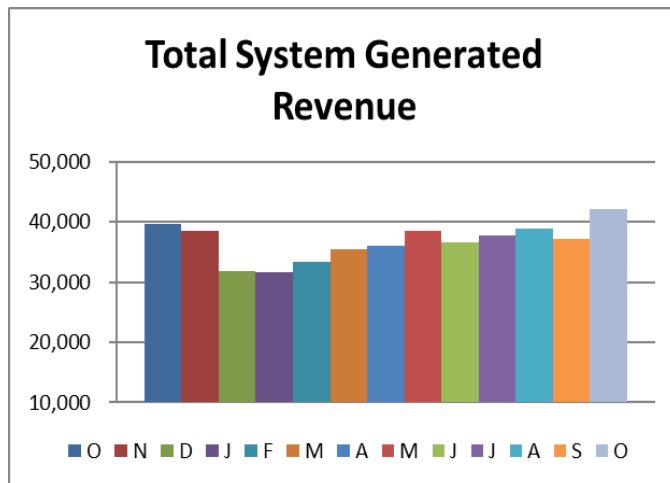
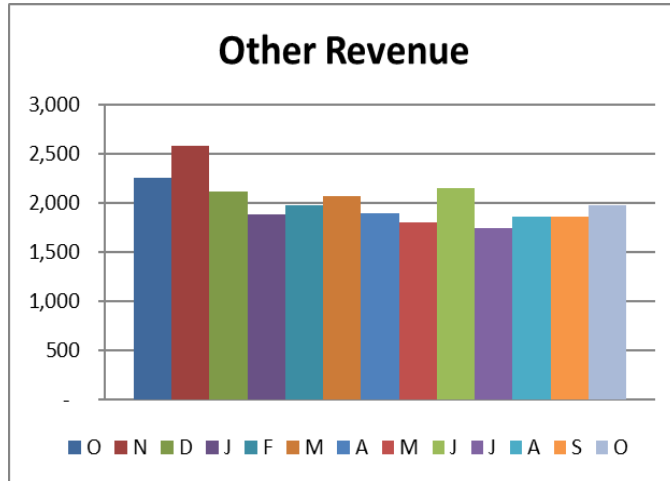
Revenue



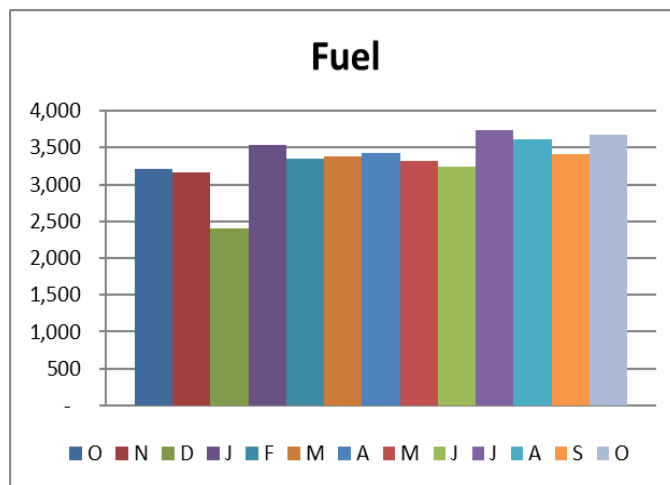
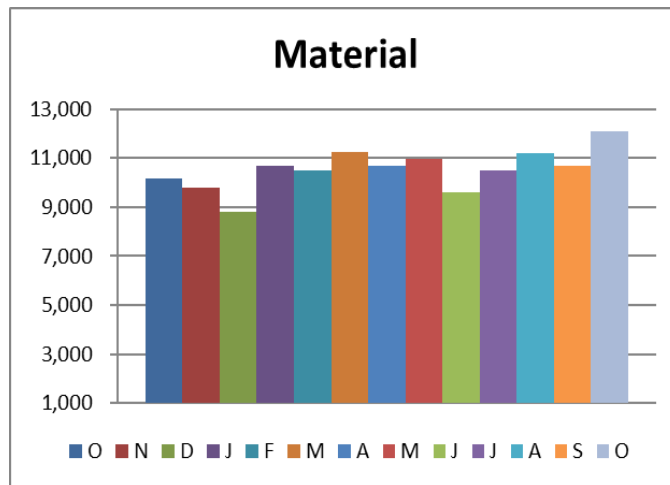
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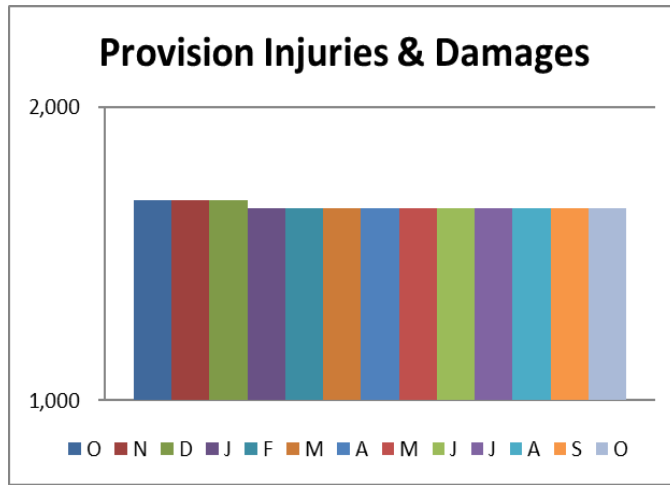
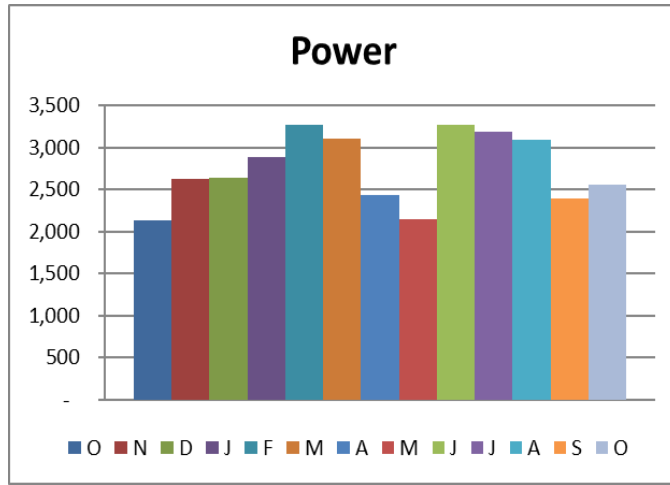
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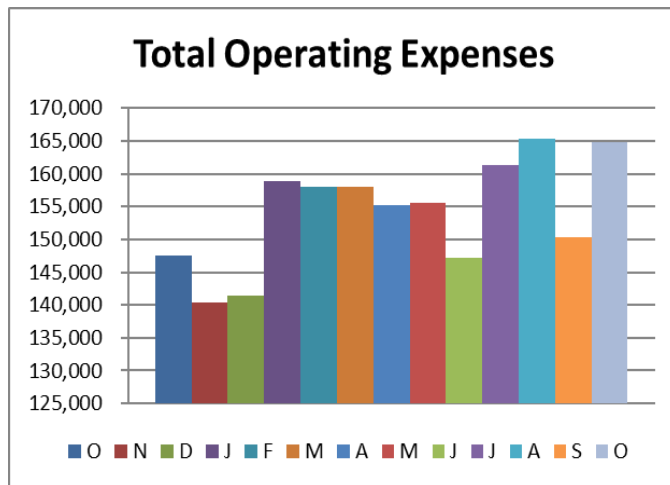
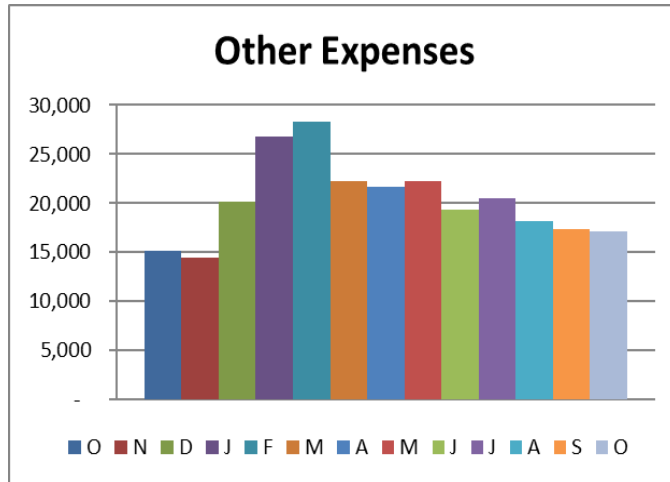
Expenses



Expenses Cont'd



Expense Cont'd



Cash	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24
Unrestricted Cash	200	133	157	180	149	191	202	166	183	165	137	220	156
Damage Reserve	72	72	71	71	70	73	72	71	69	62	58	63	61
Funds Owed by RTA	324	340	353	337	356	315	311	327	334	354	355	329	337
Trust Portfolio Assets	641	641	452	451	518	520	581	556	420	421	434	491	625

Revenue	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24
Fare & Pass Revenue	30,989	28,368	25,065	24,741	26,187	28,640	29,108	31,448	29,650	31,275	31,786	30,946	33,156
Reduced Fare Subsidy	1,217	1,217	1,838	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321	1,321
Advertising, Charter, Concession	2,164	2,366	2,205	2,768	2,869	2,463	2,531	2,821	2,415	2,494	3,116	2,352	2,645
Investment Income	979	947	553	1,000	1,003	981	1,194	1,174	1,087	986	869	733	1,011
Statutory Required Contribution	2,000	3,000	-	-	-	-	-	-	-	-	-	-	2,000
Other Revenue	2,261	2,579	2,120	1,881	1,983	2,068	1,890	1,803	2,153	1,741	1,862	1,856	1,974
Total System Generated Revenue	39,609	38,476	31,781	31,711	33,362	35,474	36,044	38,567	36,626	37,816	38,954	37,208	42,107
Total Public Funding	108,009	101,979	109,712	127,184	124,632	122,524	119,222	116,989	110,613	123,433	126,373	113,043	122,671

Expenses	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24
Labor	108,450	102,056	97,846	107,938	103,653	106,363	107,678	108,087	102,882	114,387	120,283	107,699	120,244
Material	10,184	9,812	8,825	10,687	10,504	11,247	10,668	10,977	9,596	10,481	11,187	10,673	12,114
Fuel	3,213	3,159	2,400	3,531	3,346	3,379	3,423	3,314	3,247	3,738	3,616	3,405	3,675
Power	2,138	2,625	2,640	2,891	3,271	3,107	2,429	2,144	3,269	3,188	3,091	2,391	2,556
Provision Injuries & Damages	1,683	1,683	1,683	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654	1,654
Purchase of Security Services	6,790	6,699	7,977	5,446	7,319	10,014	7,717	7,177	7,251	7,326	7,295	7,048	7,460
Other Expenses	15,160	14,421	20,123	26,748	28,248	22,234	21,697	22,202	19,339	20,474	18,200	17,381	17,075
Total Operating Expenses	147,618	140,455	141,494	158,895	157,994	157,998	155,266	155,556	147,239	161,249	165,327	150,250	164,778