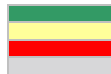


CTA Monthly Performance

		2010 Monthly Target	2009 Monthly Average	Jan 2010	Feb 2010	Mar 2010	Apr 2010	May 2010	Jun 2010	Jul 2010	Aug 2010	Sept 2010	Oct 2010	Nov 2010	Dec 2010
RIDERSHIP	Total Ridership (in millions)	37.5	43.4	40.5	39.6	44.5	43.7	43.2	43.8	43.6	44.3	45.8	46.6	42.7	38.5
	Rail Ridership (in millions)	15.0	16.9	15.4	15.5	17.6	17.7	17.5	18.4	18.5	18.6	19.0	19.4	17.5	15.6
	Bus Ridership (in millions)	22.4	26.6	25.1	24.1	26.9	25.9	25.7	25.4	25.1	25.7	26.8	27.2	25.2	22.8
	Total (Year to Date, in millions)	513.5	43.4	40.5	80.0	124.5	168.2	211.4	255.2	298.9	343.2	389.1	435.6	478.3	516.9
	% Change Over Prior Year (Year to Date)	4.6%	1.4%	2.8%	0.8%	-0.2%	0.8%	-0.5%	-0.5%	-0.9%	-0.6%	-0.6%	-0.7%	-0.6%	-0.8%
ON-TIME	Rail Delays of 10 Minutes or More	78	67	82	57	50	58	78	80	71	77	79	64	52	87
	% of Slow Zone Mileage	N/A	8.4%	5.9%	5.7%	5.8%	11.4%	10.3%	8.5%	9.4%	10.3%	12.8%	13.2%	12.2%	10.5%
	% of Big Gap Intervals, Bus	5%	3.6%	2.6%	3.6%	3.0%	3.3%	3.6%	4.2%	3.9%	4.0%	5.0%	3.8%	3.4%	3.5%
	% of Bunched Intervals, Bus	3%	2.3%	1.6%	2.3%	1.9%	2.3%	2.5%	2.8%	2.4%	2.4%	2.9%	2.7%	2.4%	1.9%
EFFICIENT	Mean Miles Between Reported Rail Vehicle Defects	3650	4200	3802	3862	4348	4077	3964	3918	3168	3866	3626	4389	4237	3514
	Miles Between Reported Bus Service Disruptions Due to Equipment	3830	4313	3985	5743	5634	5475	4991	4704	4651	5004	5438	5343	5834	4557
	Average Daily Percent of Bus Fleet Unavailable for Service	13%	11%	13%	12%	10%	12%	11%	12%	14%	15%	12%	12%	12%	12%
	Average Daily Percent of Rail Fleet Unavailable for Service	11%	9%	8%	7%	7%	9%	10%	10%	11%	11%	11%	10%	11%	12%
SAFE	Bus NTD Security-Related Incidents per 100,000 miles	N/A	0.72	0.76	1.07	0.97	0.92	0.87	0.83	0.80	0.82	0.70	0.90	0.89	0.88
	Rail NTD Security-Related Incidents per 100,000 miles	N/A	2.2	2.4	1.8	2.0	2.2	1.9	3.4	2.4	2.3	2.9	3.5	2.4	2.5
	Bus NTD Safety-Related Incidents per 100,000 Miles	N/A	0.43	0.27	0.34	0.45	0.40	0.28	0.51	0.37	0.40	0.49	0.47	0.39	0.39
	Rail NTD Safety-Related Incidents per 100,000 Miles	N/A	0.04	0.03	0.08	0.02	0.04	0.04	0.04	0.07	0.09	0.02	0.09	0.10	0.05
CLEAN	Average Interior Rail Clean Inspection Score	90%	94%	93.8%	92.8%	92.5%	93.5%	94.1%	94.3%	93.7%	94.5%	95.8%	95.0%	96.9%	98.5%
	Average Interior Bus Clean Inspection Score	85%	88%	87.0%	84.1%	N/A	N/A	70.8%	83.9%	88.3%	85.2%	86.8%	86.8%	79.3%	89.9%
COURTEOUS	% of Customer Complaints Not Closed Out Within 14 Days	3%	2%	1%	3%	1%	1%	2%	3%	2%	2%	2%	4%	1%	1%
	CTA Customer Service Hotline Average Wait-time (*)	0:02:00	0:01:52	0:01:54	0:01:18	0:00:52	0:01:27	0:01:43	0:01:44	0:01:30	0:02:16	0:02:28	0:01:42	0:01:56	0:01:50
	Reported Ramp Defects (Service Disruptions)	N/A	121	162	84	95	79	56	87	84	57	53	58	44	71
	% Buses with Defective AVAS	2%	1.7%	0.6%	0.4%	0.5%	0.6%	0.8%	0.6%	0.6%	0.7%	0.6%	0.5%	0.6%	1.0%
	Reported ADA Complaints	N/A	37	37	43	76	55	35	95	68	58	65	79	54	53

Legend

- Meeting or exceeding target:
- Within 10% of target:
- Missing target by more than 10%:
- Measure does not have a target:



Footnotes

(*) Shading for Customer Service Average Wait time is green if meeting or exceeding target, yellow if within 60 seconds of target and red if exceeding target by 60 seconds.

CTA Monthly Performance		Definition
RIDERSHIP	Total Ridership (in millions)	Number of rides registered on the bus and rail systems. Rail ridership includes rail-to-rail transfers.
	Rail Ridership (in millions)	Number of rides registered on the rail system including rail-to-rail transfers.
	Bus Ridership (in millions)	Number of rides registered on the bus system.
	Total (Year to Date, in millions)	Number of rides registered on the bus and rail systems year-to-date. Includes rail-to-rail transfers.
	% Change Over Prior Year (Year to Date)	Number of rides registered on the bus and rail systems year-to-date (including rail-to-rail transfers) divided by the number of rides registered on the bus and rail systems previous year, year-to-date.
ON-TIME	Rail Delays of 10 Minutes or More	Rail Delays of 10 minutes or more reported to the Control Center by an Operator, a Controller or a Supervisor.
	% of Slow Zone Mileage	Miles of revenue track that have slow zones. Slow zones range from 6 mph to 35 mph.
	% of Big Gap Intervals, Bus	Number of bus intervals (time between two buses at a bus stop) that are double the scheduled interval or greater than 15 minutes, divided by the total number of weekday bus intervals traveled during the month.
	% of Bunched Intervals, Bus	Number of bus intervals (time between two buses at a bus stop) that are 60 seconds or less divided by the total number of weekday bus intervals traveled during the month.
EFFICIENT	Mean Miles Between Reported Rail Vehicle Defects	Miles traveled during the month divided by the number of reported defects for the month.
	Miles Between Reported Bus Service Disruptions Due to Equipment	Miles traveled during the month divided by number of reported service disruptions due to equipment for the month.
	Average Daily Percent of Bus Fleet Unavailable for Service	Daily average number of buses unavailable for service for any reason divided by the total number of buses in the fleet.
SAFE	Average Daily Percent of Rail Fleet Unavailable for Service	Daily average number of rail cars unavailable for service for any reason divided by the total number of rail cars in the fleet.
	Bus NTD Security-Related Incidents per 100,000 miles	Number of occurrences of bomb threats, robbery, larceny, burglary or arrests/citations for fare evasion, trespassing, vandalism, and assault on the bus system divided by traveled miles divided by 100,000.
	Rail NTD Security-Related Incidents per 100,000 miles	Number of occurrences of bomb threats, robbery, larceny, burglary or arrests/citations for fare evasion, trespassing, vandalism, and assault on the rail system divided by traveled miles divided by 100,000.
	Bus NTD Safety-Related Incidents per 100,000 Miles	Any event where one or more of the following occurs on the system: individual dies at the time or within 30 days of the event; one or more persons suffer bodily damage as a result of the event requiring immediate medical attention away from the scene; property damage in excess of \$25,000.
CLEAN	Rail NTD Safety-Related Incidents per 100,000 Miles	Any event where one or more of the following occurs on the system: individual dies either at the time or within 30 days of the event; one or more persons suffer bodily damage as a result of the event requiring immediate medical attention away from the scene; property damage in excess of \$25,000.
	Average Interior Rail Clean Inspection Score	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
COURTEOUS	Average Interior Bus Clean Inspection Score	Monthly average Quality Inspection audit scores for the execution of Interior Cleans.
	% of Customer Complaints Not Closed Out Within 14 Days	Number of open and overdue complaints (complaints not closed out by a department within 14 days) as of the last day of the month divided by the total number of complaints received during that month.
	CTA Customer Service Hotline Average Wait-time (*)	Average number of minutes a customer waits on the CTA hotline before his/her call is answered.
	Reported Ramp Defects (Service Disruptions)	Number of reported lift and ramp defects that resulted in a disruption of service.
	% Buses with Defective AVAS	The percent of buses that are experiencing navigation issues (not calling out stops for at least part of the day), broken operator log on screens, odometers reporting zero distance and Bus Link issues, meaning no data will be received from the bus. This does not measure defective destination signs.
	Reported ADA Complaints	Number of reported complaints to Customer Service identified as ADA-related.

Legend

- Meeting or exceeding target:
- Within 10% of target:
- Missing target by more than 10%:
- Measure does not have a target:

Footnotes

(*) Shading for Customer Service Average Wait time is green if meeting or ex

CTA December 2010 Performance Notes

Rail Delays Over 10 Minutes

Rail delays over 10 minutes exceeded the monthly target in December. The increase was driven by a rise in maintenance, passenger related and terminal delays.

Rail Mean Miles between Defects

The Rail System experienced an increase in all major defect types in December driven by colder temperatures. Total defects for Dec 2010 is on par with those seen in Dec 2009; however, the rail system travelled approximately 12% less miles in Dec 2010 vs Dec 2009, accounting for an increase in MMBD from year to year.

Rail Fleet Unavailable for Service

In order to conserve costs, Rail Maintenance has allowed hold-ins to increase in the 2nd half of 2010. This helped control OT while maintaining fleet to meet service requirements. The current spare ratio is 20.4%; actual performance is well within spare ratio.

Increase in Bus Clean Inspection Scorecard

Bus Maintenance has addressed the performance issues experienced in November 2010. December 2010 scores are the highest we have seen all year.

Reported Lift and Ramp Defects

The overall increase of lift and ramp defects in December is due to cold weather—maintenance-related defects are generally higher in winter months.