



President's Report

December 4, 2008

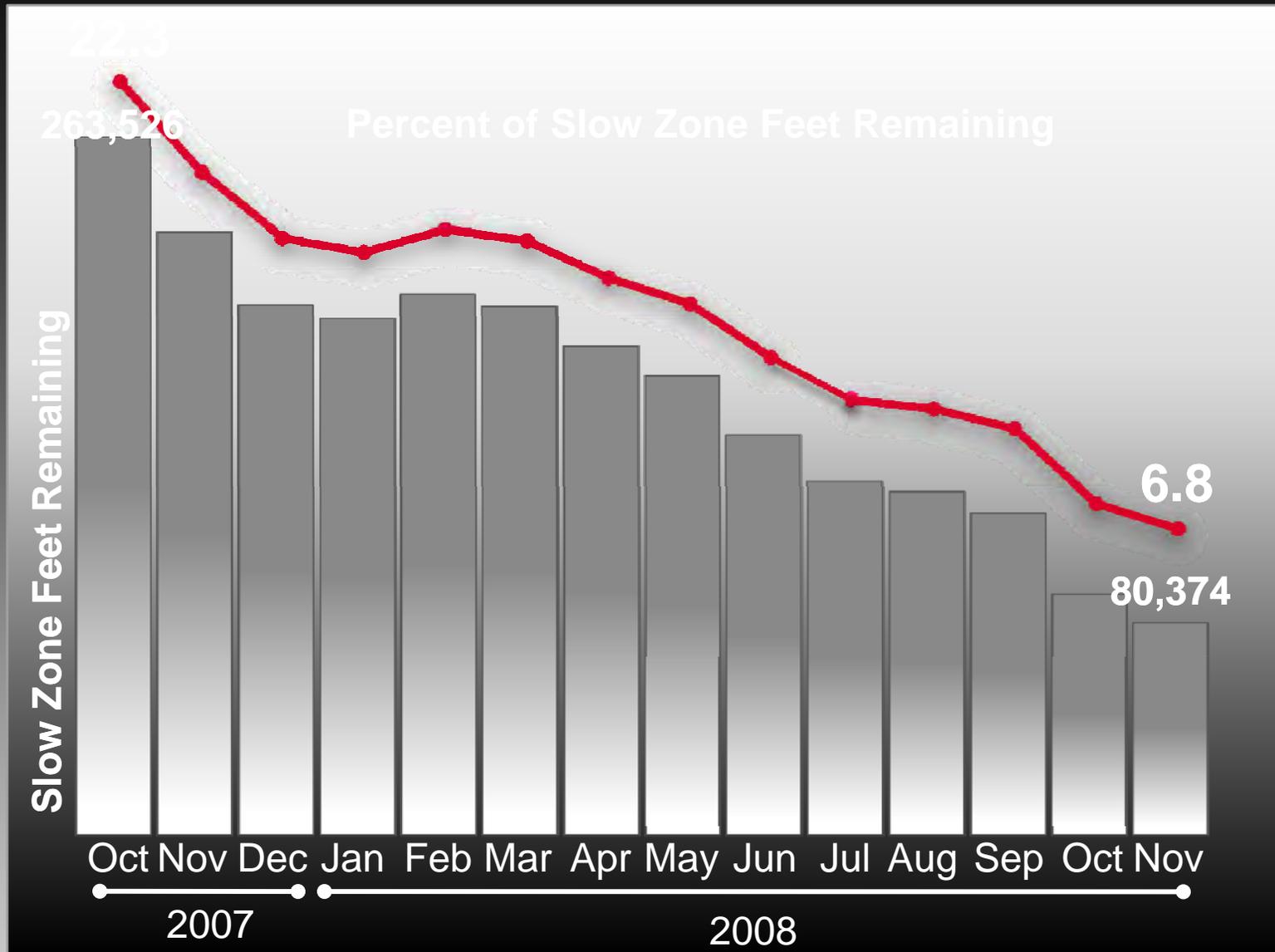


Slow Zone Elimination



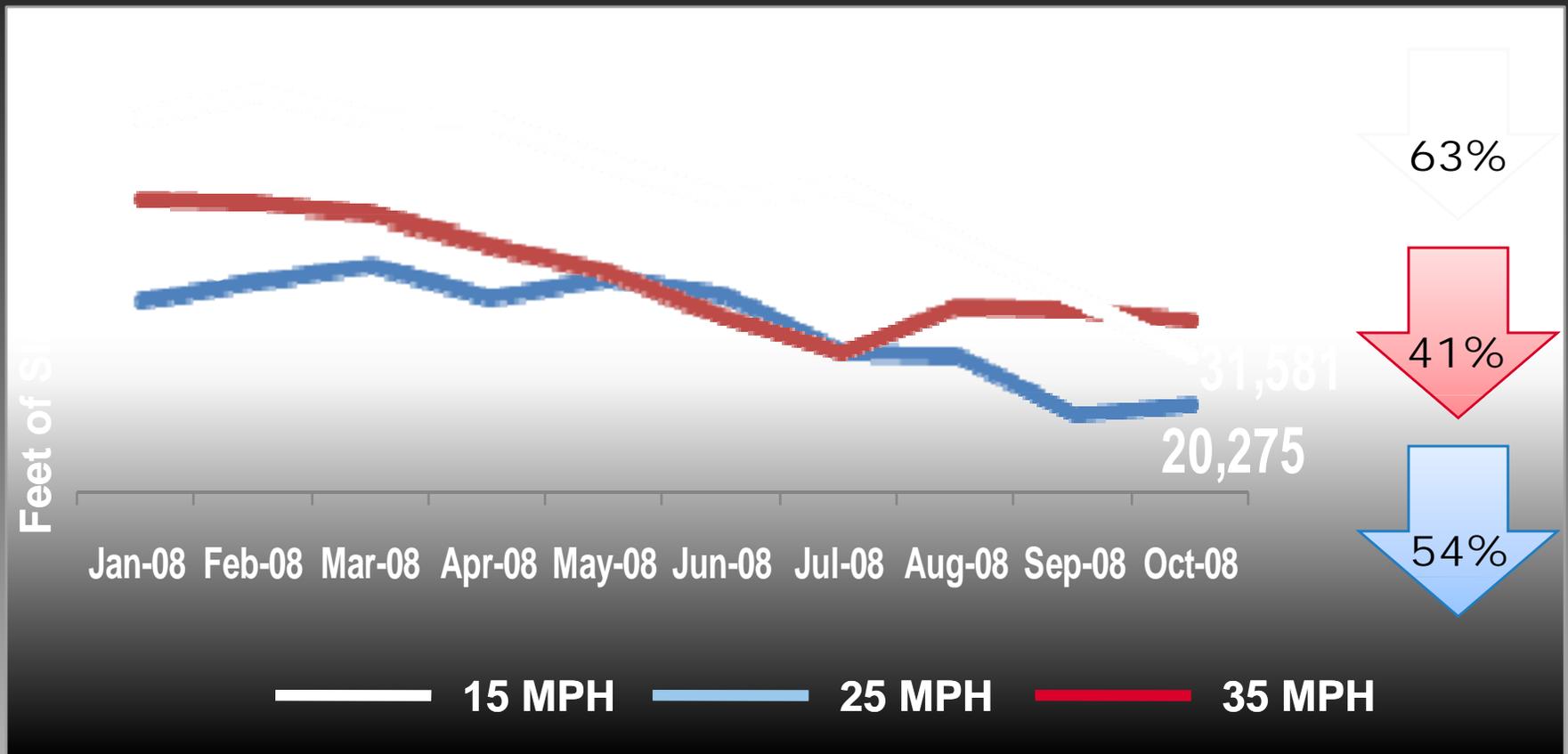
Eliminating CTA Slow Zones

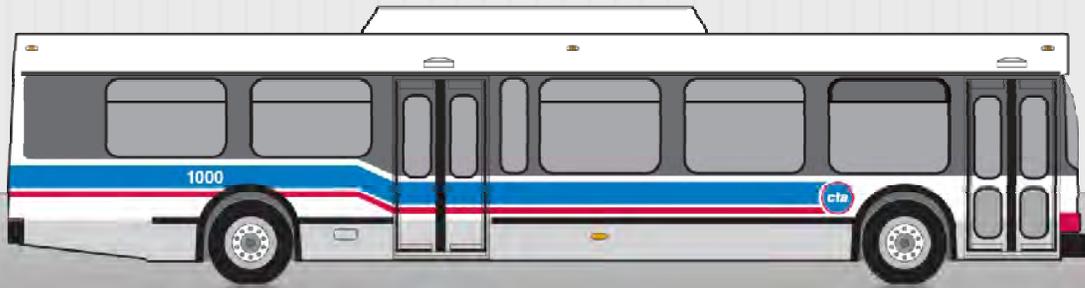
- 183,000+ ft. removed since Oct. 2007



Slow Zones by Miles Per Hour

- CTA is faster and safer



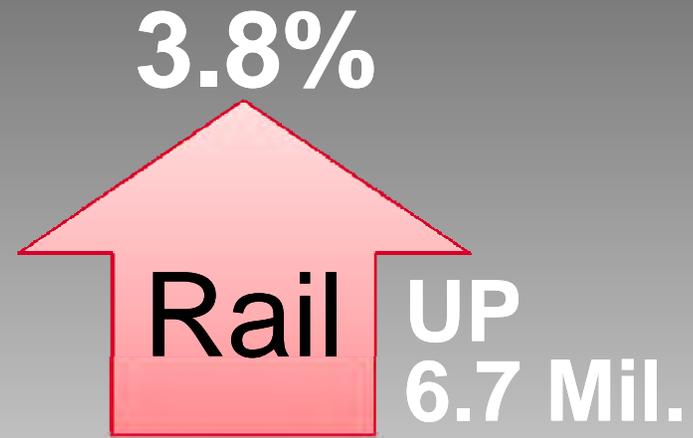
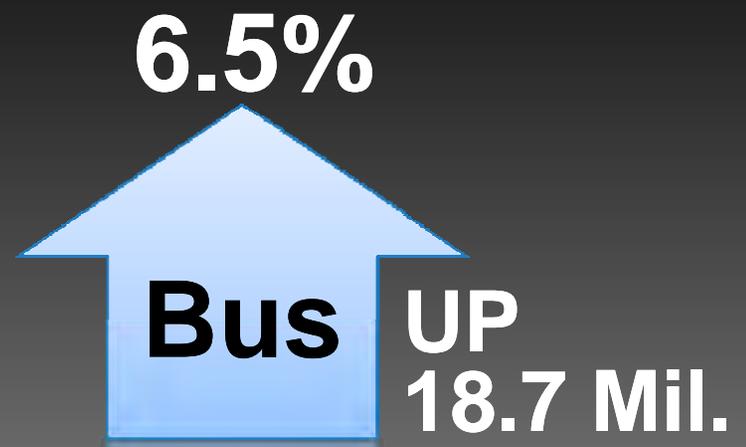
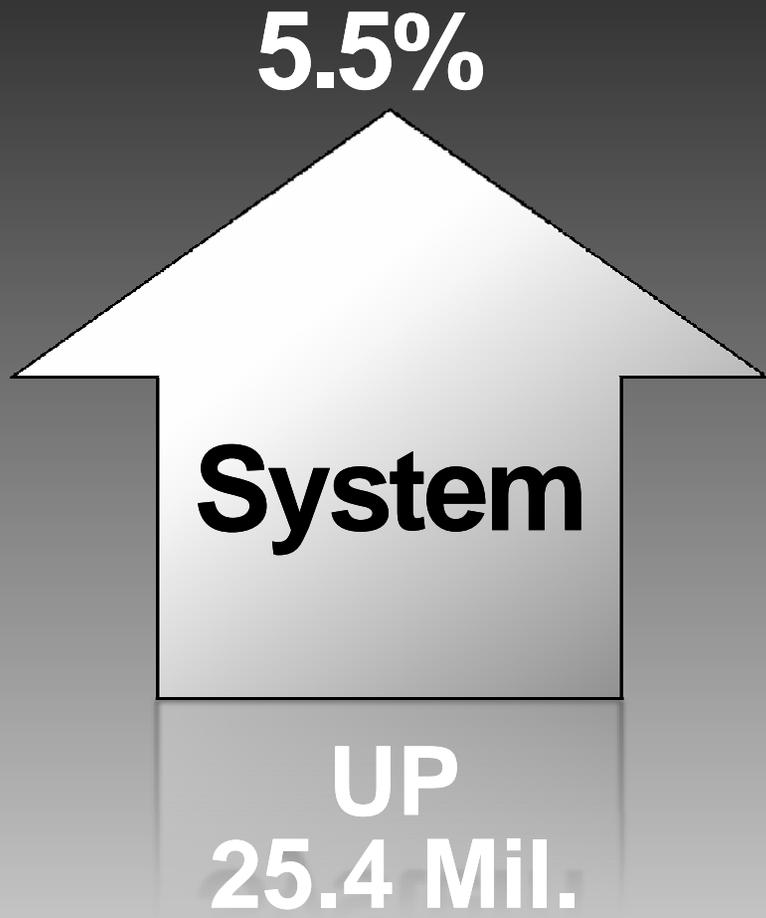


Ridership



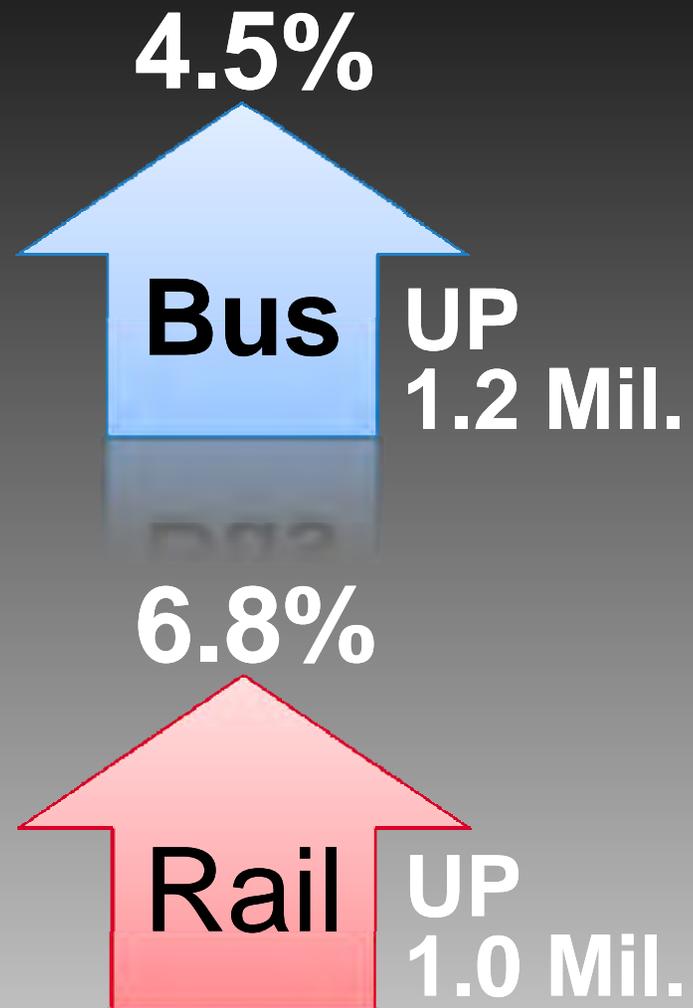
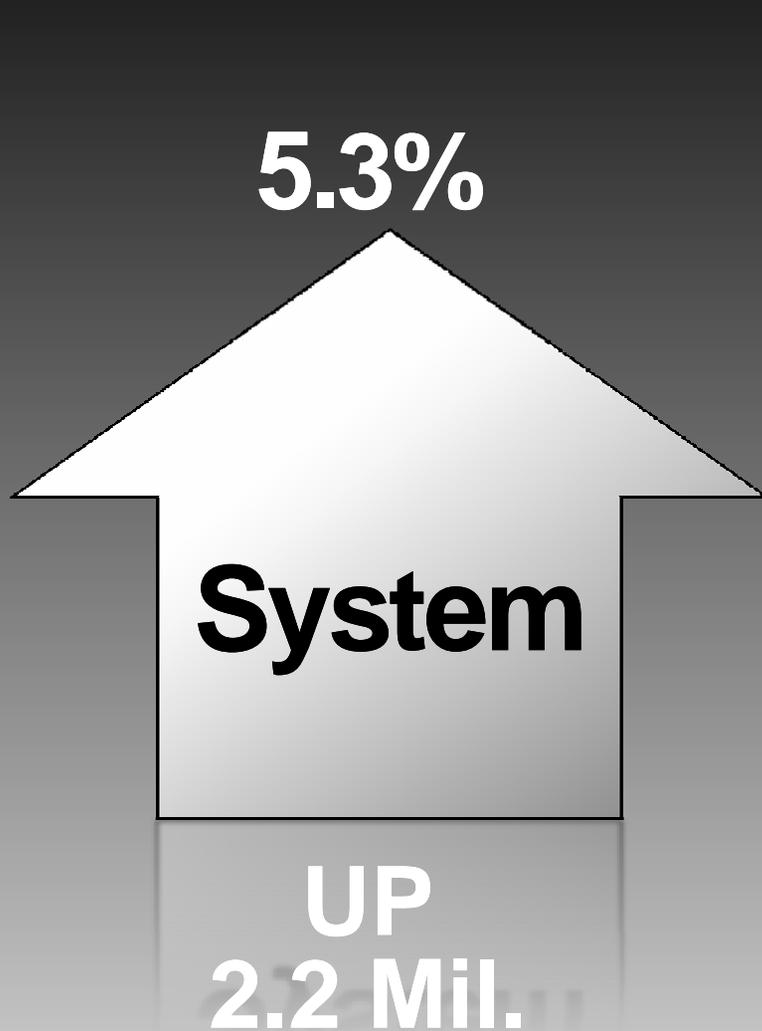
YEAR-TO-DATE Through November (preliminary)

- 2008 has been a historic year



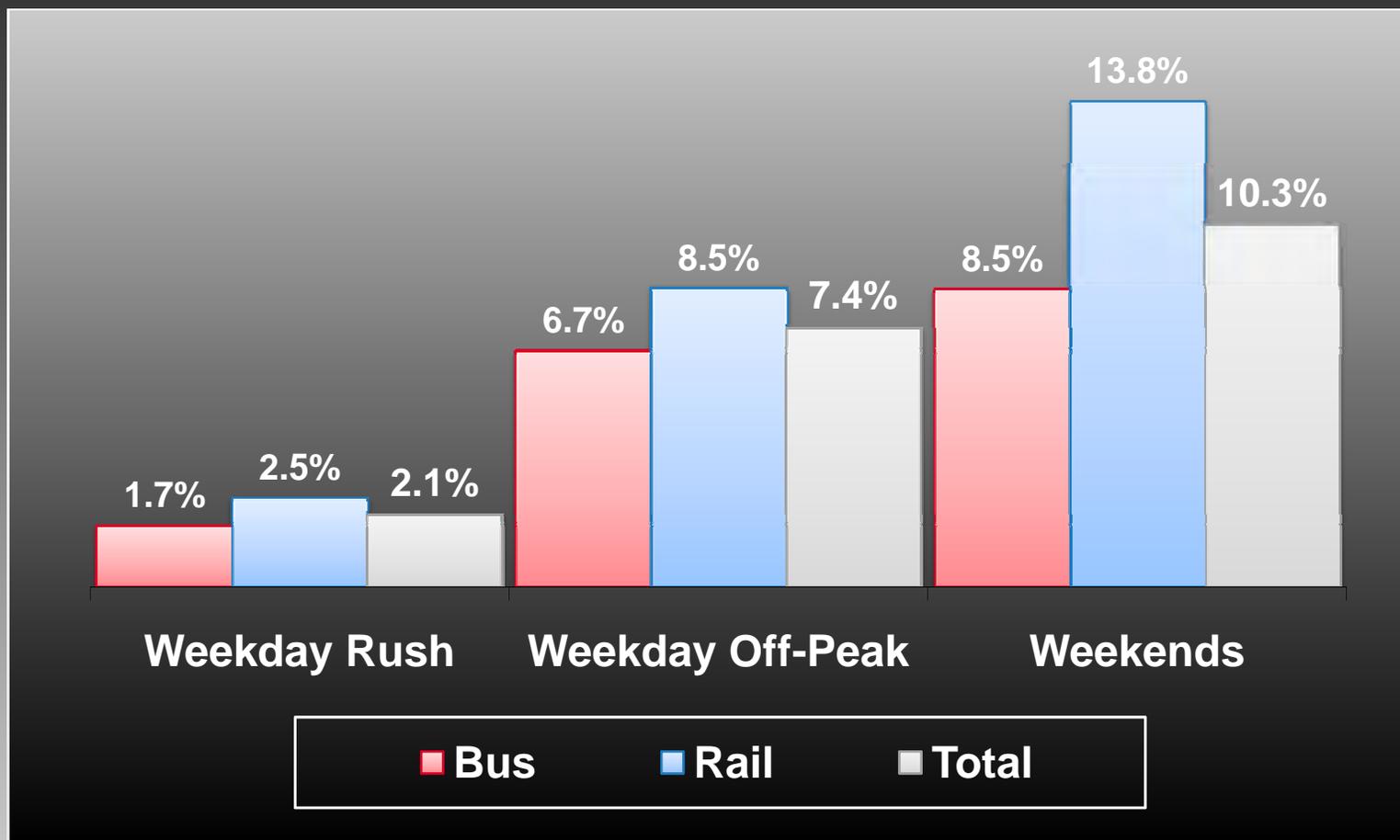
November Ridership (preliminary)

- Latest month shows continuing growth



Preliminary Nov. Ridership by Time

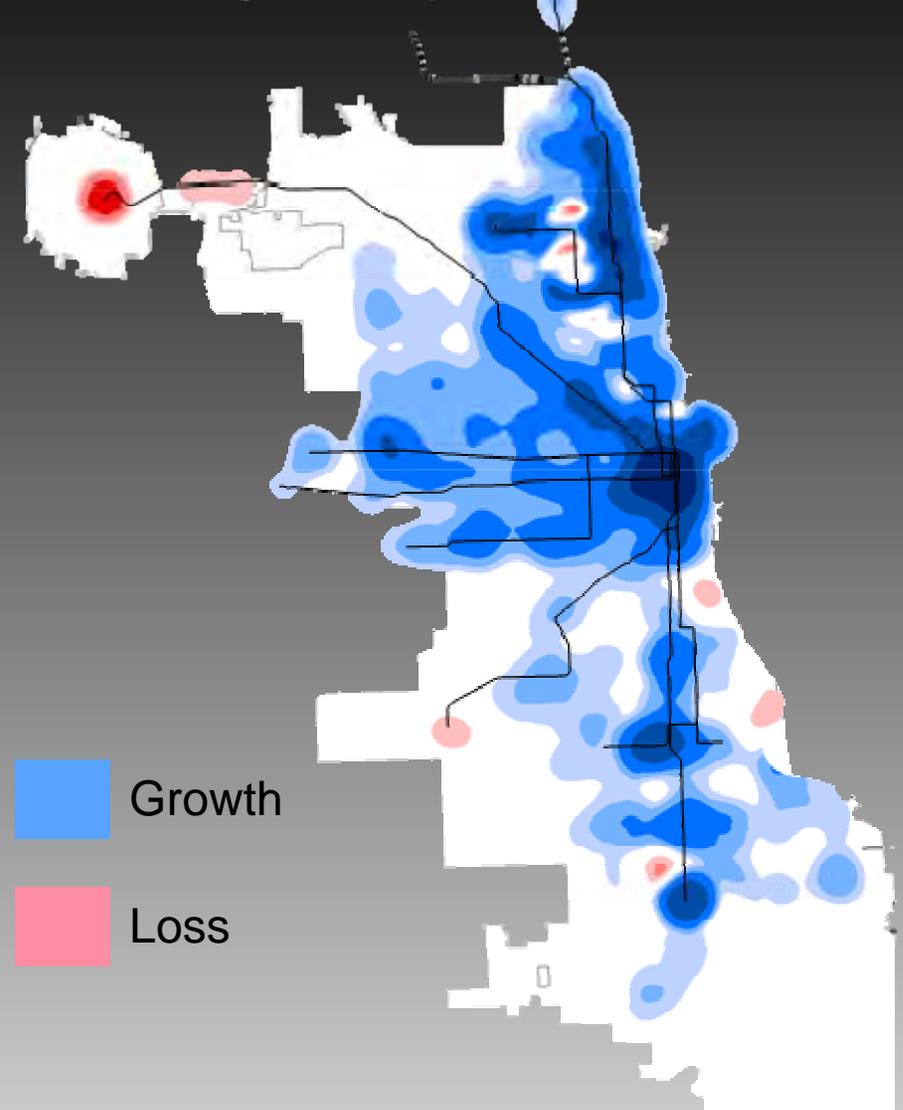
- Ridership has been growing on all days of the week, but off-peak and weekends were the strongest in November



Ridership Growth Across the Area

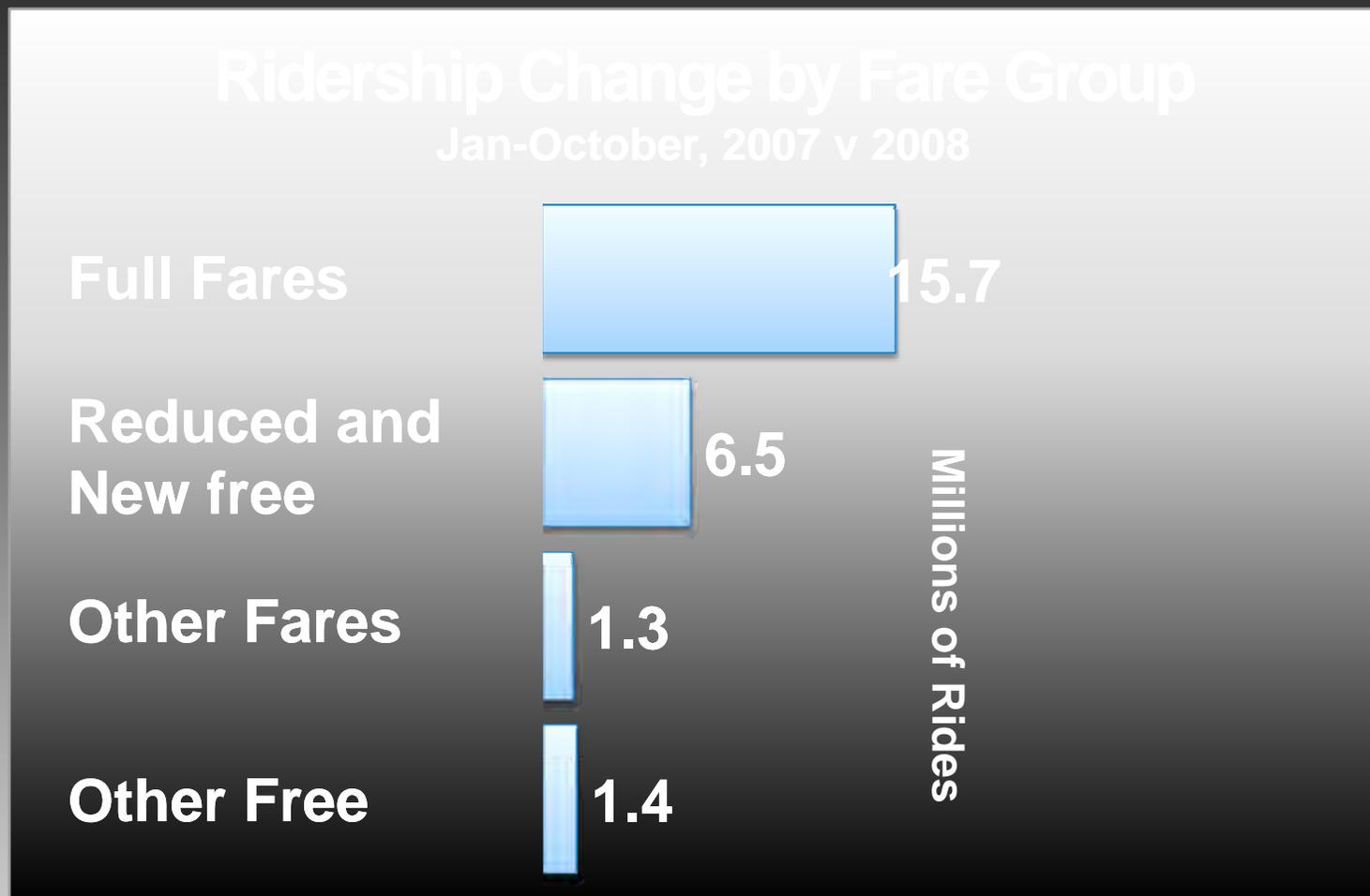
- Growth strongest in corridors served by rail, including nearby and feeding bus routes
- West and near-northwest sides doing very well on crosstown bus routes
- O'Hare is the only significant market loss in 2008

Change in Ridership: Bus/Rail Combined
2008 Year-to-Date vs 2007
Average Weekday Through Fall



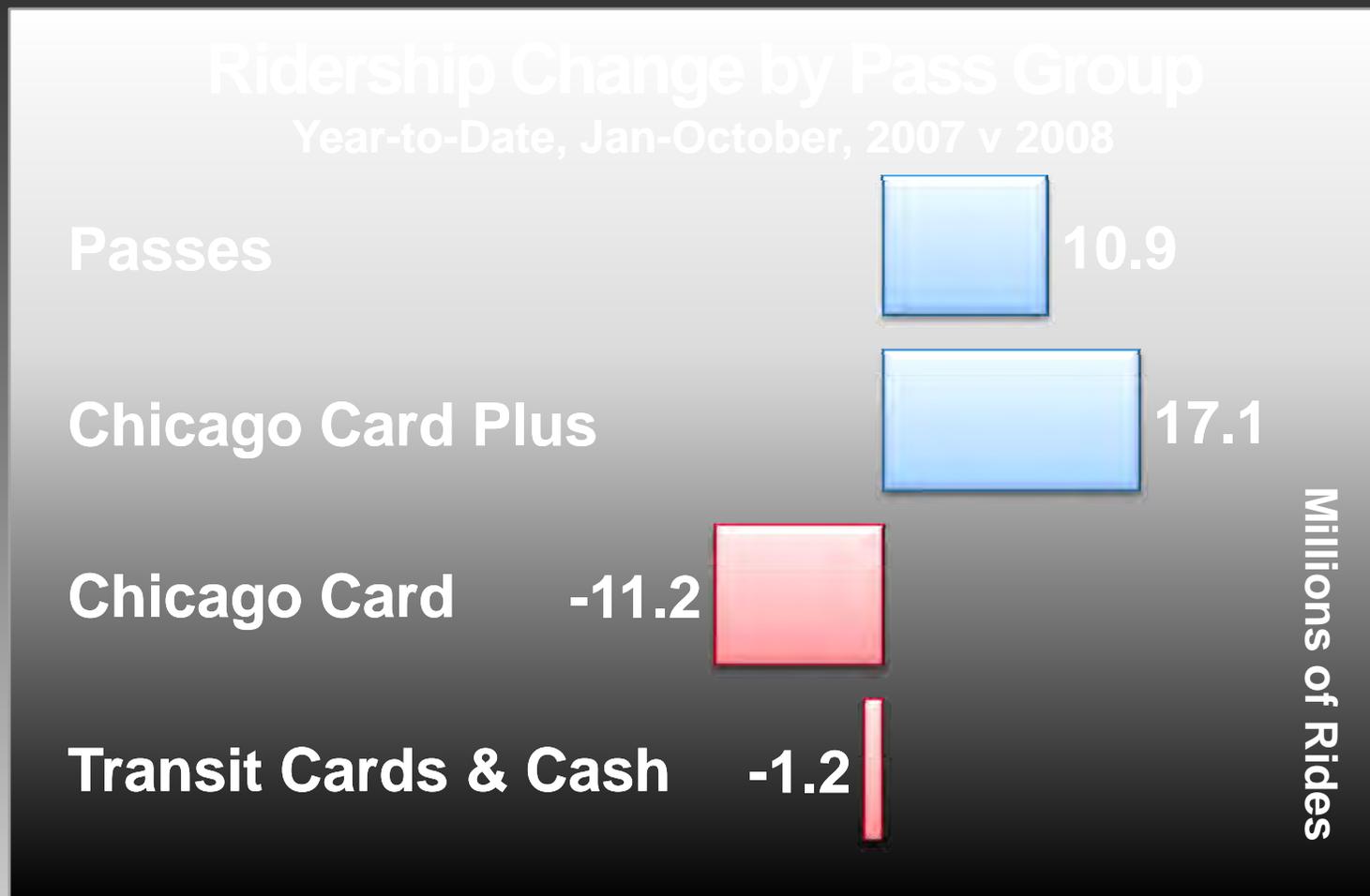
RIDERSHIP GROWTH BY FARE GROUP

- Growth driven by full fare riders, new customers and existing customers riding more often



RIDERSHIP GROWTH BY FARE GROUP

- 1- and 7-day passes saw large increases
- Chicago Card Plus largest individual Growth



Reliability Improvement Drives Ridership

- Bus routes with largest improvement in reduction of “big gaps” had largest ridership increases

Ridership Increase



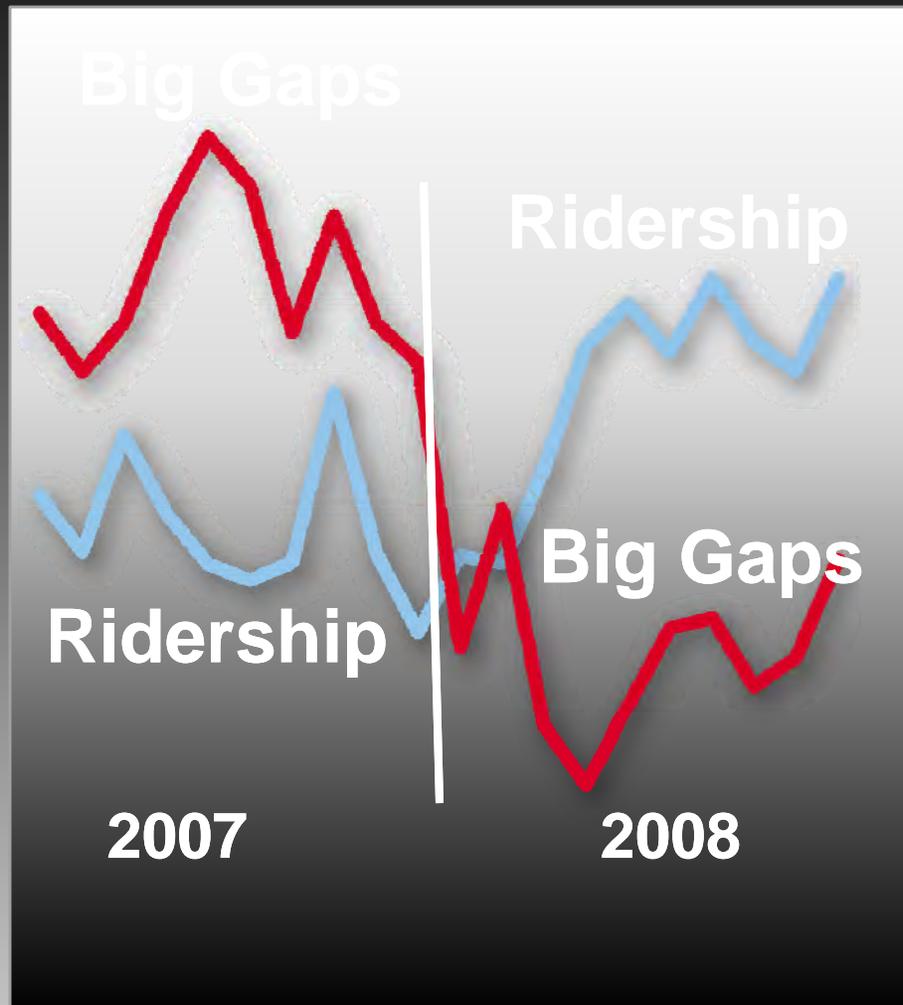
Routes with big gap reductions of 5% or more

Other Routes

Routes that did not improve in reliability increased in ridership by only 2.8%

Improvement in Reliability Drives Ridership

Example: #66 Chicago Avenue



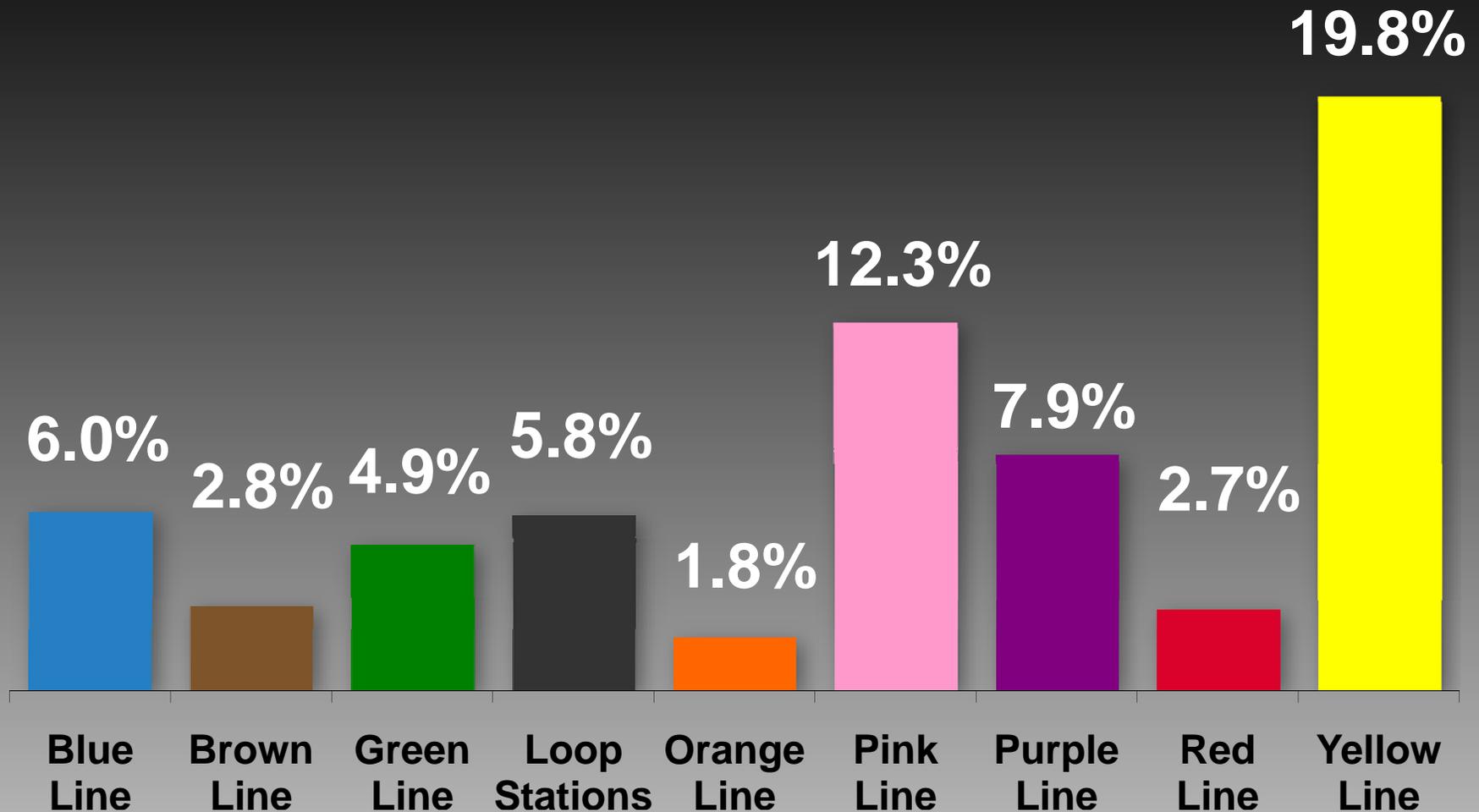
- Big Gaps cut in half -- ridership up 15-20%
- Schedules aggressively re-written using GPS data to provide adequate running-time on the route
- Operations focused on better management at the terminals

TOP TEN BUS ROUTES

Route	Rides Gained	% Increase	Reliability Improvement	Service Improvement	3-Track
8 Halsted	784,273	15%	x		
22 Clark	774,585	13%	x	x	x
151 Sheridan	723,910	13%	x		x
66 Chicago	714,120	12%	x	x	
147 Outer Drive Express	684,985	17%	x	x	x
49/X 49 Western	590,718	7%	x		
36 Broadway	536,064	12%	x		x
9/X9 Ashland	534,623	6%	x		
79 79th St	429,880	5%	x		
72 North Ave	407,790	9%			

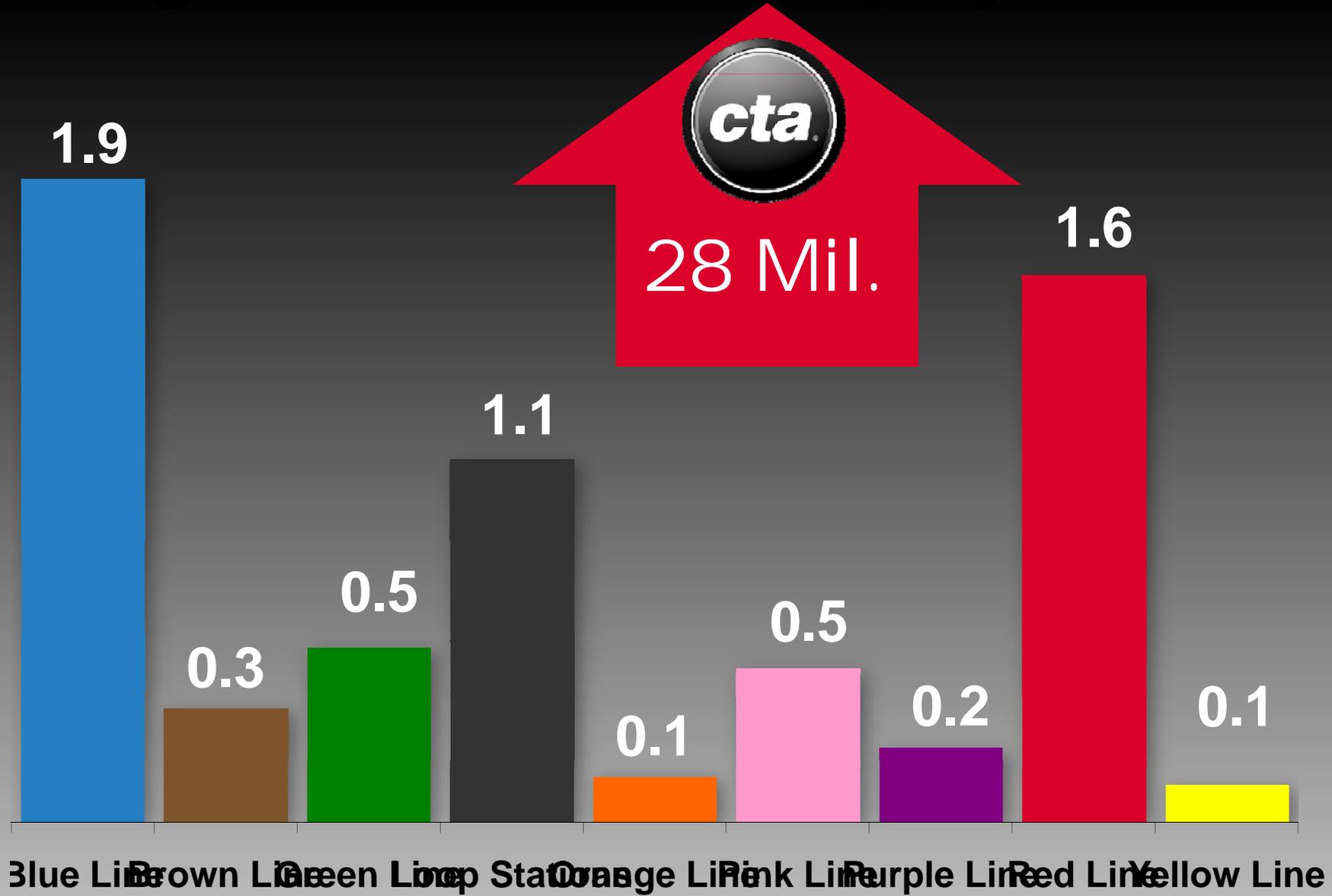
Change YTD Rail Ridership by Line

- Highest since 1968



Percentage Change from Prior Year

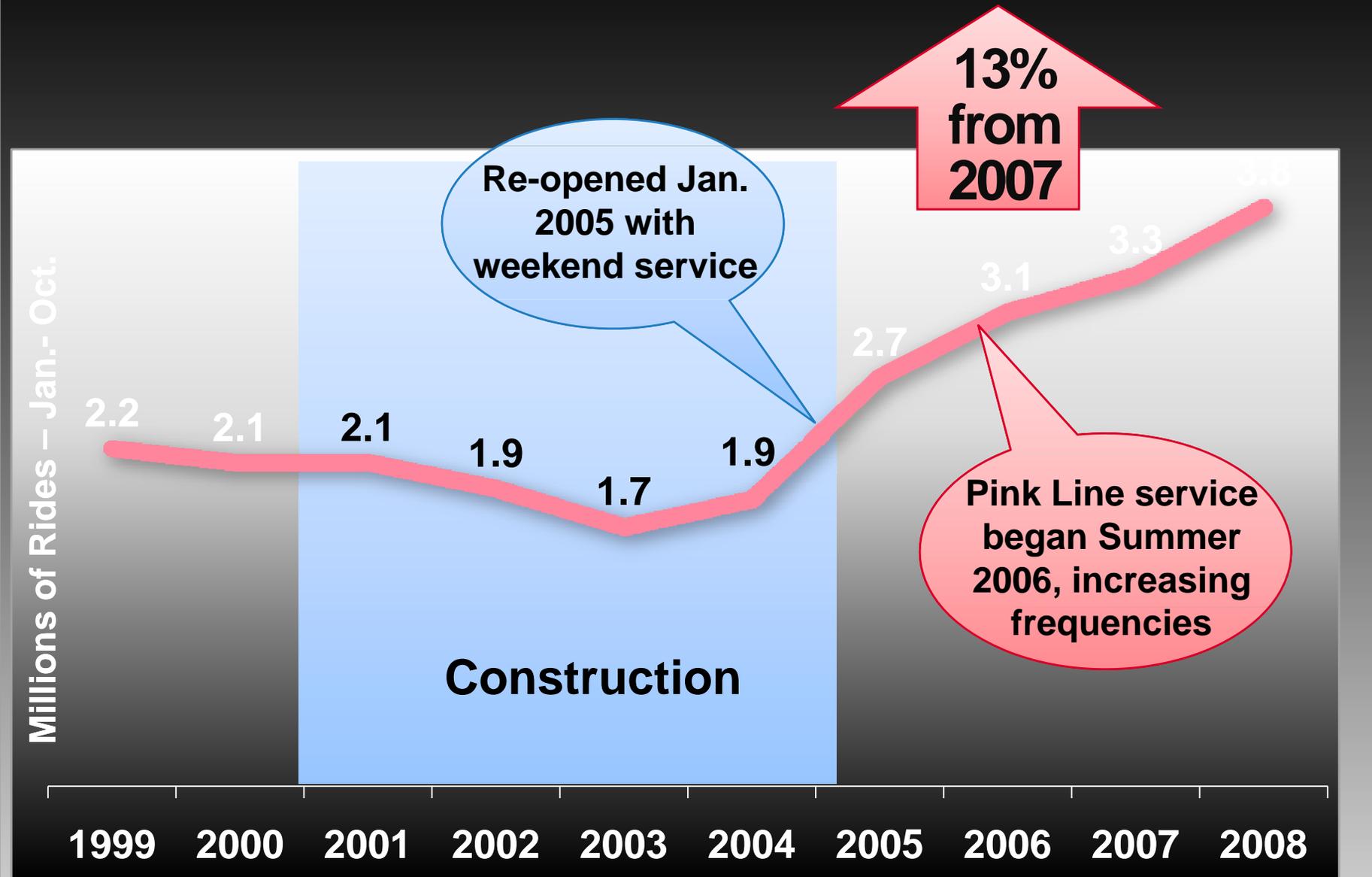
Change YTD Rail Ridership by Line



Change from Prior Year by Millions of Rides

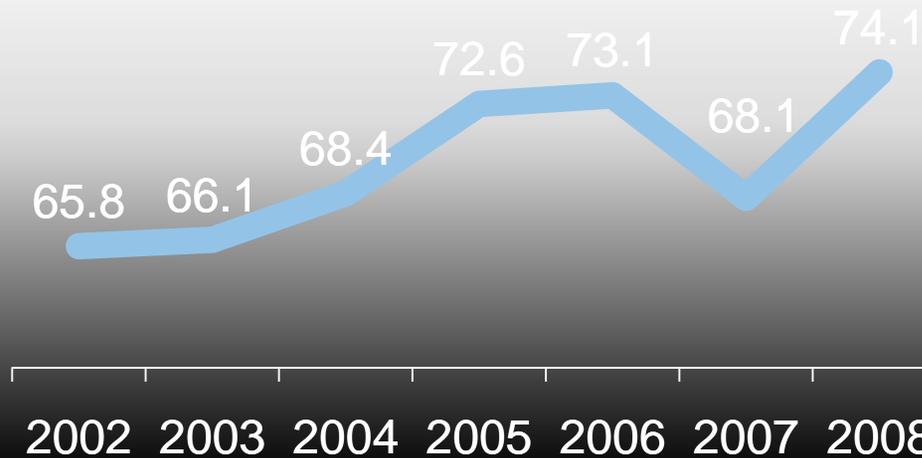
PINK LINE (Cermak Branch)

- **Faster rides bring riders**

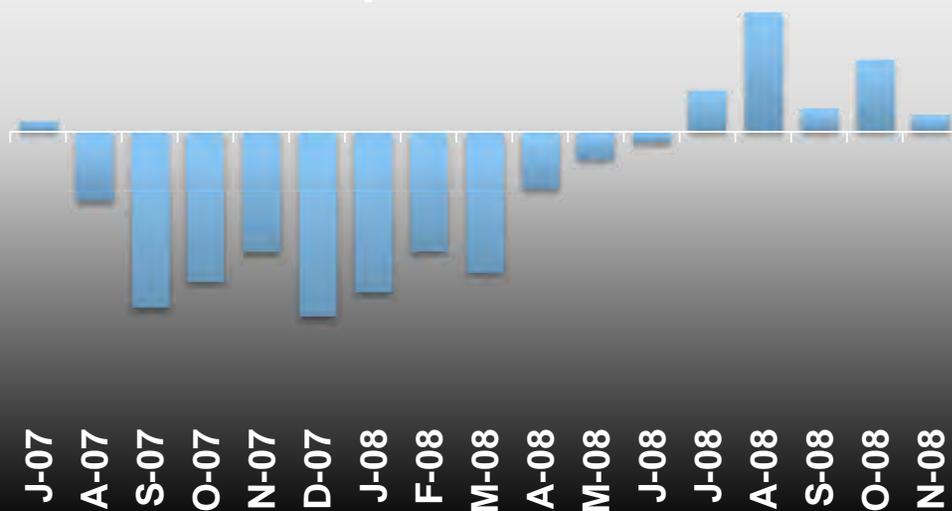


O'Hare Blue Line Branch

AVERAGE WEEKDAY RIDES, FALL

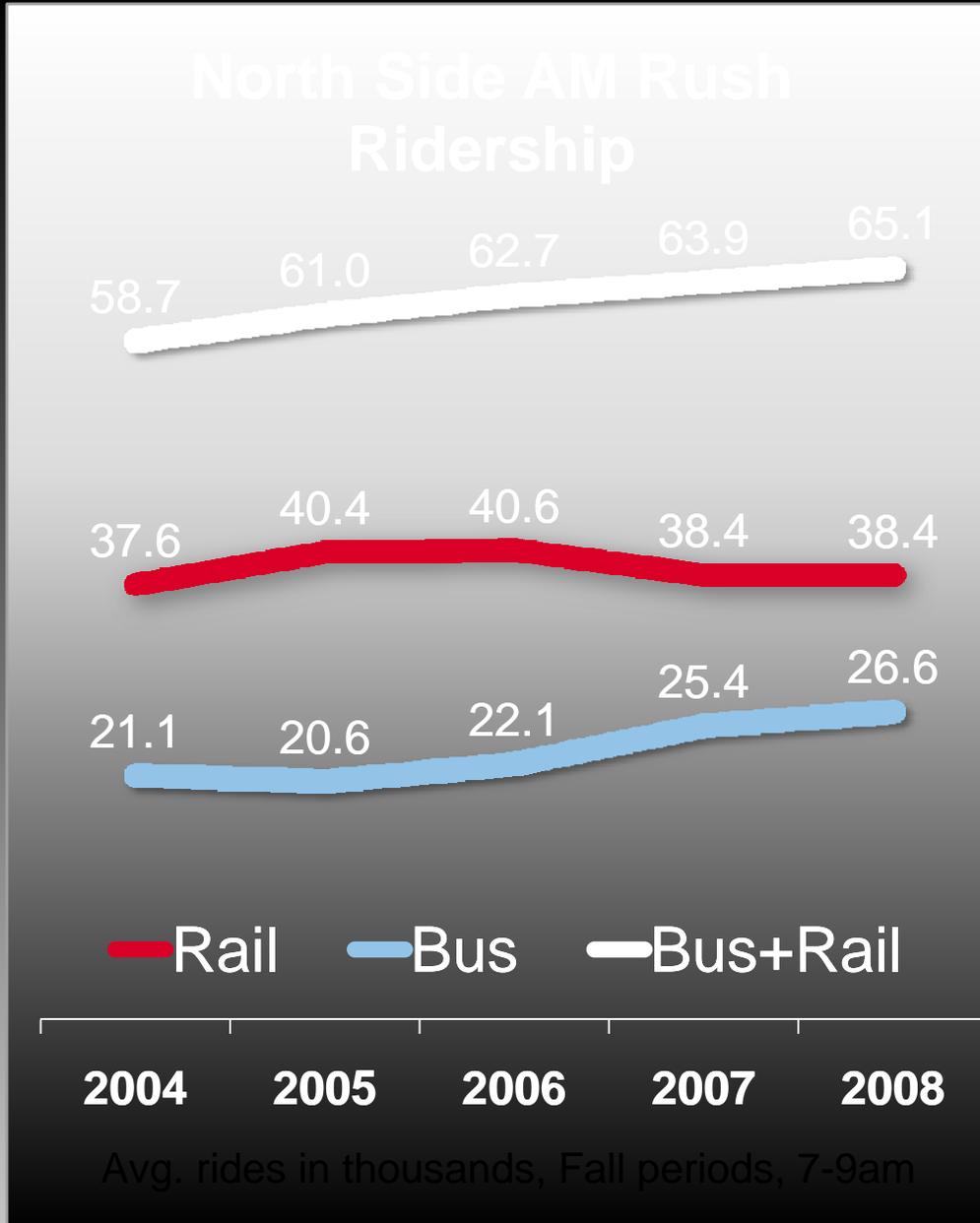


Monthly Ridership Change Compared to 2006



- **Slow zones and track reconstruction stalled ridership growth in 2007 and into early 2008**
- **Ridership bounced back in early 2008 once major portions of slow zones were taken off**
 - Slow zones, Nov 2007: 35%
 - Slow zones, today: 3%
- **Speeds increased by 19%**
- **Headway Reliability improved by 15%**
- **Ridership:**
 - UP 9% over a year ago
 - UP 2% over pre-slow zone period

Three Track Effects



- Overall ridership on the North Side has increased, despite 3-track and slow zones
- Rail ridership is down during construction, but the bus system has more than picked up its share



Three-Track

Three Track Update



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3-Track Time Line

Trains share one track at Belmont/Fullerton

(March 30, 2008)

3-track complete at Fullerton

(Nov 22, 2008)

3-Track COMPLETE

(Dec 31, 2008)

Belmont track 3 and 4 both in service

(March 30, 2008)

Fullerton track 3 and 4 both in service

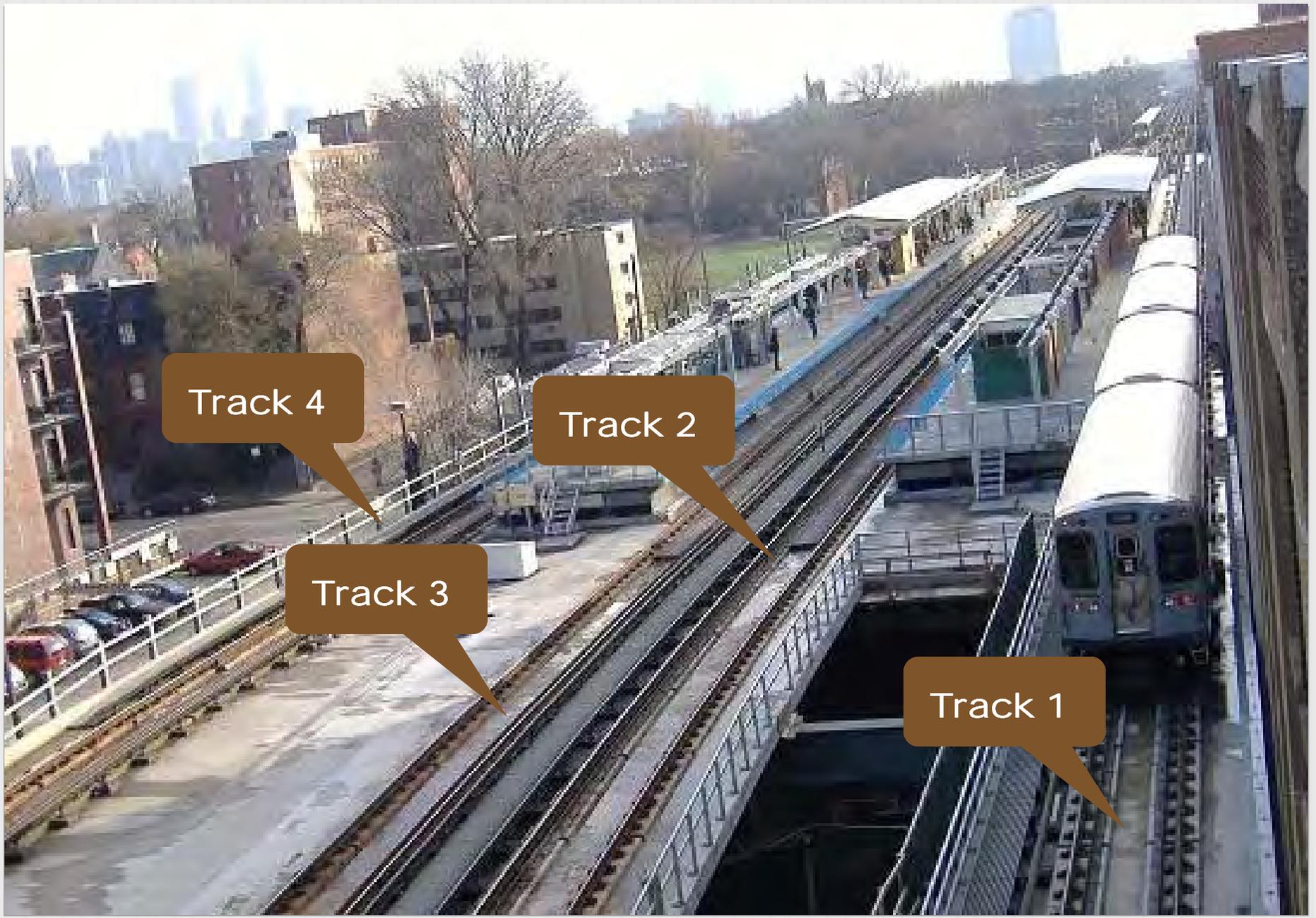
(January 25, 2008)

3-Track START

(April 2, 2007)

Southbound

Northbound



Track 4

Track 2

Track 3

Track 1

Fullerton Station

Unltrasonic and Track Geometry Testing



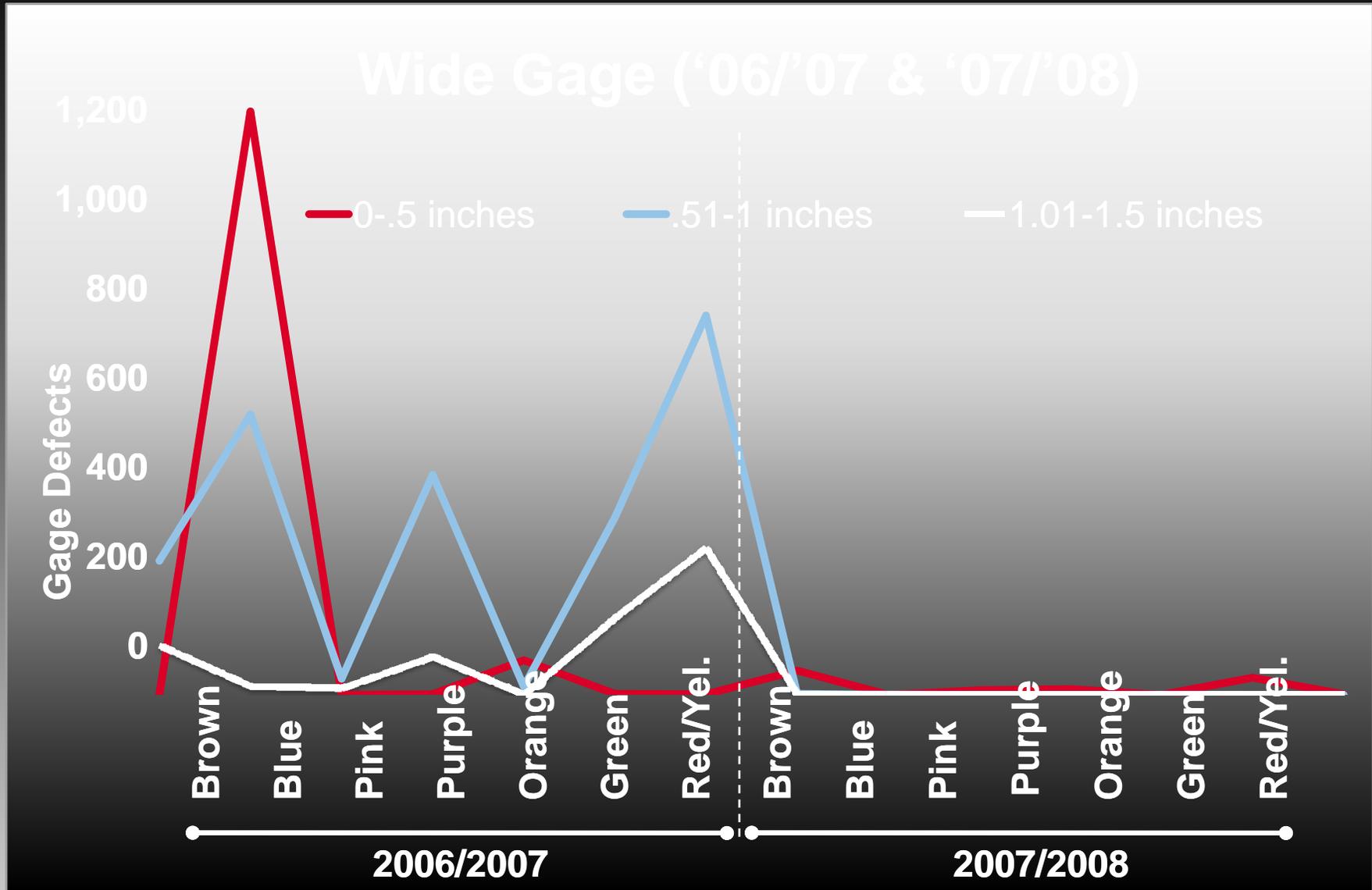
Track Geometry Testing

- First Tested in 2006/2007
- Currently in 2nd of 5-year contract for annual testing

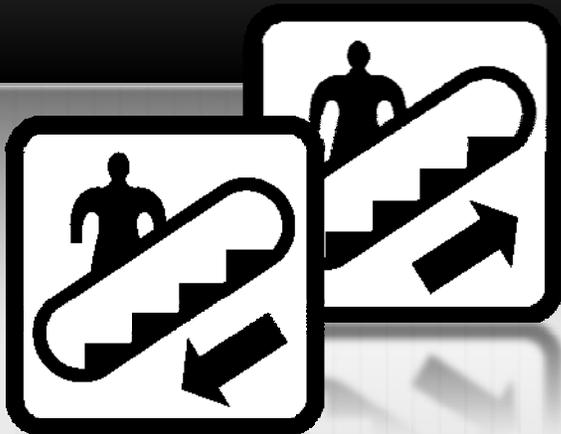


Track Geometry Testing

- New safety protocols working

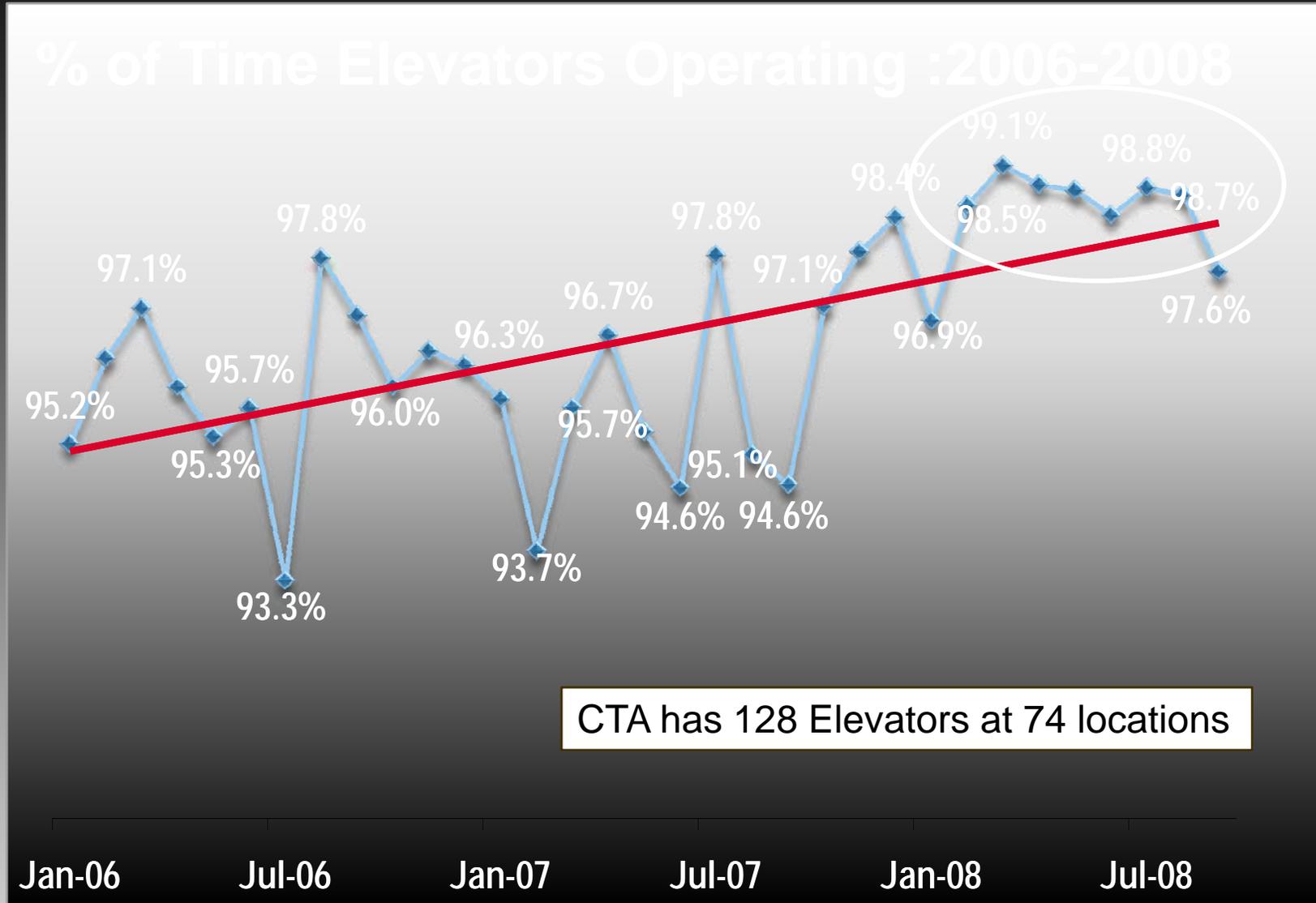


Elevators and Escalators



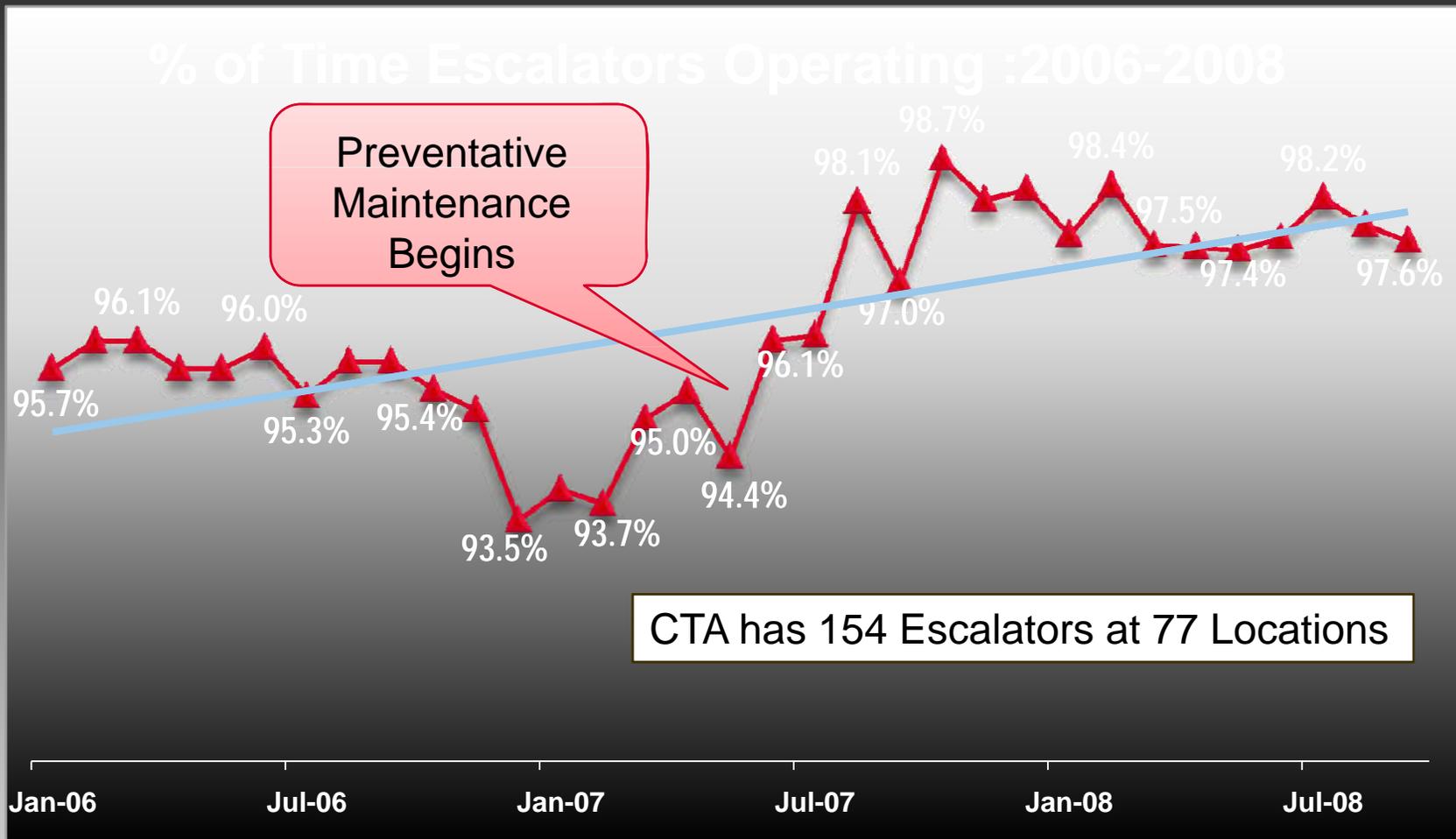
Percent of Time Elevators Operating

- Better analysis brings positive results



Percent of Time Escalators Operating

- Old equipment challenge
- Focus on preventative maintenance



The logo for CTA (California Trucking Association) is located in the top left corner. It consists of the lowercase letters "cta" in a bold, italicized, sans-serif font, followed by a registered trademark symbol (®). The text is white and set against a dark, circular background that has a white border and a slight 3D effect.

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