President’s Report
January 2008
This Report

- H.B. 656
- 2007 Ridership
- Slow Zones
- New Trains
CTA Funding Under HB 656
'08 Funding Under HB 656: Revenue

Regional Revenue

+ State Revenue

Total Revenue

Sales Tax Increase = $210 Mil.

¼% Chicago
$43.9 M.

¼% Sub. Cook
$75.1 M.

¼% Collar Cos.
$91.0 M.

25% State Match
$0

Addl. 5% State Match for Paratransit
$41.2 M.

= $251.2 M.

* No state match in '08
12.5% state match in '09
25% state match in '10

* Pro-rated at 75% for 2008
'08 Distribution of $251.2 Million

$251.2 M. - 97.5 M. = $153.7 M.

$153.7 M. Formula Distribution

CTA (48%) $73.7 M.
Metra (39%) $59.9 M.
Pace (13%) $20.0 M.

.3% Chgo. RETT $63.0 M.
25% State Match $0

$136.8 M. CTA Share

Off the Top
Suburban Mobility Fund $15.0 M.
RTA Innovation $7.5 M.
Para-Transit $75.0 M.

78% of trips serve Chgo. residents

* Pro-rated at 75% for 2008
2007 Ridership
2007 Ridership up 1.2% (4.7 Million Rides)

- Highest since 1992 and 4th year increase in a row
  - 499.5 million rides last year
• 309.3 million bus rides
• 190.2 million train rides
Slow Zones
Slow Zone Removal

- System slow zone feet eliminated

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<thead>
<tr>
<th>Month</th>
<th>FEET</th>
<th>%</th>
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<tbody>
<tr>
<td>Jun.</td>
<td>250,057</td>
<td></td>
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<tr>
<td>Jul.</td>
<td>242,575</td>
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<tr>
<td>Aug.</td>
<td>238,827</td>
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<tr>
<td>Sep.</td>
<td>261,728</td>
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<tr>
<td>Oct.</td>
<td>263,526</td>
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<tr>
<td>Nov.</td>
<td>227,790</td>
<td></td>
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<tr>
<td>Dec.</td>
<td>200,250</td>
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<tr>
<td>Jan. (to date)</td>
<td>199,392</td>
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<tr>
<td>Mar.</td>
<td>194,458</td>
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Change in percentages:
- Jun. to Jul.: 20.5%
- Jul. to Aug.: 20.2%
- Aug. to Sep.: 22.2%
- Sep. to Oct.: 22.3%
- Oct. to Nov.: 19.3%
- Nov. to Dec.: 17.0%
- Dec. to Jan. (to date): 16.9%
- Jan. (to date) to Mar.: 16.4%
Blue Line – O’Hare Tie Replacement

- Phase 2 & 3: Remaining areas

- Target: 88,500 ft.
- Timeline:
  - Phase 2: July, 2008
  - Phase 3: Oct., 2008
Red Line - State Street Subway

- Harrison to North/Clybourn

- Targeted: 43,000 ft.
- Contract awarded: Nov. ‘07
- Timeline: Jan. – Dec. ‘08
Red, Purple and Brown Lines

- Diversey to Wellington, Tracks 1 - 4

- Target: 8,700 ft.
- Scope: Selected Tie Replacement
- Timeline: Mar. – Dec. ‘08
Brown Line - Ravenswood

- Western to Southport

- Target: 19,000 ft.
- Scope: Tie/rail replacement, track upgrade, abandoned track removal on Ravenswood Loop
- Timeline: Mar. – Dec. ’08
Red Line

- Phase 1: Addison to Lawrence, Tracks 2 & 3

- Target: 9,900 ft.
- Timeline: Jan. – Dec. ’08
New Trains
Next Steps: Modernizing the “L”

- New Trains (modern control systems)
- Modernizing track standards -- increasing speed to 70 MPH
  - Eliminating slow zones
Bombardier Contract Change

• Current contract for manufacture/purchase of 406 rail cars
• Incorporates technology enhancements
• Adds wireless connectivity to electronic systems
  • Train operators to view live video from any railcar when the passenger intercom unit is activated
  • Suitably equipped emergency vehicles could also access video
  • Diagnostic information available in real-time to shop personnel for quick assessment
Additional Rail Car Changes

- Adds cellular modems so Control Center can communicate directly with customers in real-time
- Upgrades seat fabric to an anti-stain/anti-microbial fabric newly available in the industry
- Asks for industrial design assessment
  - Additional enhancements to improve functionality and appearance without affecting production and delivery
- Examples of features to be evaluated:
  - Seat design
  - Flat panel information screens
  - Windscreen and lighting design
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<tbody>
<tr>
<td><strong>Adjusted Contract Cost</strong></td>
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<tr>
<td><strong>Current Contract for 206 Cars + Option for Additional 200 Cars</strong></td>
<td><strong>$577.0 Mil.</strong></td>
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<td><strong>Proposed Changes</strong></td>
<td>+ <strong>26.6 Mil.</strong></td>
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<tr>
<td><strong>Revised Contract</strong></td>
<td><strong>$603.6 Mil.</strong></td>
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Rail Fleet

- CTA has 1190 rail cars
  - 12% of fleet purchased in 1969/70 (37 years)
  - 16% more purchased in 1976/77 (31 Years)

- Federal standard for rail car useful life is 25 years
  - 28% of fleet (336 cars) exceeds 25 years
  - Fleet average age is 24 years

- 225,419 miles traveled a day
- 640,000 riders daily
- 142 cars are not ADA accessible
Option: Heavy Rail

- High capacity, high speed urban transit solution
- Requires exclusive right-of-way
- Can be elevated, at-grade, or subway
- Most durable and longest life expectancy

Example Cities:
- Paris
- Hong Kong
- Madrid
- NYC
- London
- Vancouver

- Realistic, appropriate solution.
- Replacing existing system with other option could cost as much $30 billion.
- Improving some core features can have a substantial impact on the quality of service.
Rail Option: Light Rail

- Lower construction costs than heavy rail
- Mid-range capacity and durability
- Runs in shared right-of-way, incl. street level
- Often selected for city-friendly attributes, such as easy boarding from street level

Example Cities:
- Portland
- Denver
- Los Angeles

Ideal technology for downtown circulator – Lake shore corridor
Use of low-floor cars & overhead power lines would require new elevated stations and extension construction on every line.
Running at street level would require extensive acquisition of property and traffic disruption.
**Option: Monorail**

- Comparable capacity to light rail
- System components may be more costly
- Track/platform costs are reduced due to smaller beam profile
- All systems have Automatic Train Operation (ATO) capability

To handle the number of riders CTA has on a daily basis, we'd need to implement twice as many lines.

Cost estimates to implement a city-wide monorail could be as much as $30 billion.

**Example Cities:**
- Las Vegas
- Tama, Japan
- Osaka, Japan
- Newark AirTrain
Option: “Urban Maglev”

- Runs at 100 m.p.h.
- Designed for shorter station spacing
- Still experimental and relatively untested
- Costs are very difficult to estimate

MagLev, averages 150+ MPH. Typically stations must be more than 10 miles apart due to acceleration/ deceleration needs.

Example Cities:
- Nagoya Japan
- Shanghai, China
- Berlin, Germany
Heavy rail would meet future demands

- Houston, TX Northwest (US 290)
- Pittsburgh, PA West Busway
- Miami, FL
- Los Angeles, Orange Line, San Fernando Valley
- Curitiba, Brazil Linhas Expresso Biarticulado
- Miami, FL
- Pittsburgh, PA West Busway
- Houston, TX Northwest (US 290)

Passengers per hour

- Heavy Rail: Up to 40,000
- Monorail: 7,500
- Light Rail Transit: 7,500
- Bus Rapid Transit: Theoretical BRT 15,000

CTA 2030 Corridor Demand

- CTA North Corridor
- CTA Northwest Corridor
- CTA South Corridor
- CTA West Corridor
- CTA Southwest Corridor
New train Features

- 406 Rail Cars at $1.4 Million per car
- Total = $577 Million
- Test car delivery – Beginning of 2009
- Features of new car
  - Smoother, quieter ride
  - Fully computerized internet-based controls
  - Reduced Maintenance costs
  - Additional Safety Features
Door design: Scenario 2
New interior design: Scheme 1
New interior design: Scheme 1a
New interior design: Scheme 2
Front End Design – Current design
Headlights and colors change
Headlights and colors change
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