Slow Zone
Elimination
SPEED
6 mph
cta®
Eliminating CTA Slow Zones

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

Percent of Slow Zone Feet Remaining

Slow Zone Feet Remaining

Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov

2007 2008

22.3 263,626

Percent of Slow Zone Feet Remaining

6.8 80,374
Slow Zones by Miles Per Hour

CTA is faster and safer

<table>
<thead>
<tr>
<th>Month</th>
<th>15 MPH</th>
<th>25 MPH</th>
<th>35 MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Feb-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Mar-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Apr-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>May-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Jun-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Jul-08</td>
<td>31,581</td>
<td>20,275</td>
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</tr>
<tr>
<td>Aug-08</td>
<td>31,581</td>
<td>20,275</td>
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</tr>
<tr>
<td>Sep-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
<tr>
<td>Oct-08</td>
<td>31,581</td>
<td>20,275</td>
<td></td>
</tr>
</tbody>
</table>

- 63% decrease
- 41% decrease
- 54% decrease
Ridership
2008 has been a historic year
November Ridership (preliminary)

- Latest month shows continuing growth

System:
- UP 2.2 Mil.

Bus:
- UP 1.2 Mil.
- 4.5%

Rail:
- UP 1.0 Mil.
- 6.8%
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
RIDERSHIP GROWTH BY FARE GROUP

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

Ridership Change by Fare Group
Jan-October, 2007 v 2008

- Full Fares: 15.7
- Reduced and New free: 6.5
- Other Fares: 1.3
- Other Free: 1.4

Millions of Rides
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

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Ridership Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big gap reductions of 5%</td>
<td>12.3%</td>
</tr>
<tr>
<td>Other Routes</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

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

[Graph showing comparison of Big Gaps and Ridership between 2007 and 2008]
## TOP TEN BUS ROUTES

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

- Highest since 1968

Percentage Change from Prior Year

- Blue Line: 6.0%
- Brown Line: 2.8%
- Green Line: 4.9%
- Loop Stations: 5.8%
- Orange Line: 1.8%
- Pink Line: 12.3%
- Purple Line: 7.9%
- Red Line: 2.7%
- Yellow Line: 19.8%
Change YTD Rail Ridership by Line

- Blue Line: 1.9
- Brown Line: 0.3
- Green Line: 0.5
- Loop Stations: 1.1
- Orange Line: 0.1
- Pink Line: 0.5
- Purple Line: 0.2
- Red Line: 1.6
- Yellow Line: 0.1

Change from Prior Year by Millions of Rides

Total: 28 Mil.
PINK LINE (Cermak Branch)

- Faster rides bring riders

- Re-opened Jan. 2005 with weekend service

- Pink Line service began Summer 2006, increasing frequencies

- 13% from 2007

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.

![Graph showing ridership trends.](image)
Three Track Update
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)
Unltrasonic and Track Geometry Testing
Track Geometry Testing

- First Tested in 2006/2007
- Currently in 2\textsuperscript{nd} of 5-year contract for annual testing
Track Geometry Testing

New safety protocols working

Wide Gage (‘06/’07 & ‘07/’08)

- 0-.5 inches
- .51-1 inches
- 1.01-1.5 inches

Gage Defects

2006/2007

2007/2008
Elevators and Escalators
Percent of Time Elevators Operating

Better analysis brings positive results

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan-06</th>
<th>Jul-06</th>
<th>Jan-07</th>
<th>Jul-07</th>
<th>Jan-08</th>
<th>Jul-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>%</td>
<td>95.2%</td>
<td>95.7%</td>
<td>96.0%</td>
<td>96.7%</td>
<td>97.1%</td>
<td>97.6%</td>
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<tr>
<td>2006</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>2007</td>
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<tr>
<td>2008</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

CTA has 128 Elevators at 74 locations
Percent of Time Escalators Operating

- Old equipment challenge
- Focus on preventative maintenance

**Percent of Time Escalators Operating**

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan-06</th>
<th>Jul-06</th>
<th>Jan-07</th>
<th>Jul-07</th>
<th>Jan-08</th>
<th>Jul-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan-06</td>
<td>95.7%</td>
<td>96.1%</td>
<td>96.0%</td>
<td>95.4%</td>
<td>96.1%</td>
<td>96.1%</td>
</tr>
<tr>
<td>Jul-06</td>
<td>95.3%</td>
<td>95.0%</td>
<td>93.5%</td>
<td>93.7%</td>
<td>94.4%</td>
<td>93.7%</td>
</tr>
<tr>
<td>Jan-07</td>
<td>95.4%</td>
<td>95.0%</td>
<td>95.0%</td>
<td>96.1%</td>
<td>96.1%</td>
<td>97.0%</td>
</tr>
<tr>
<td>Jul-07</td>
<td>98.1%</td>
<td>98.1%</td>
<td>98.4%</td>
<td>97.5%</td>
<td>98.4%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Jan-08</td>
<td>97.6%</td>
<td>98.2%</td>
<td>97.6%</td>
<td>97.6%</td>
<td>98.2%</td>
<td>97.6%</td>
</tr>
<tr>
<td>Jul-08</td>
<td>97.6%</td>
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<td>97.6%</td>
<td>97.6%</td>
<td>98.2%</td>
<td>97.6%</td>
</tr>
</tbody>
</table>

CTA has 154 Escalators at 77 Locations

Preventative Maintenance Begins