President's Report

January 2008

Chicago Transit Authority

This Report

- H.B. 656
- 2007 Ridership
- Slow Zones
- New Trains

Chicago Transit Authority

CTA Funding Under HB 656

’08 Funding Under HB 656: Revenue *

Sales Tax Increase = $210 Mil.

Regional Revenue

¼% Chicago	¼% Sub. Cook	¼% Collar Cos.
$43.9 M.	$75.1 M.	$91.0 M.

+

State Revenue

25% State Match	+	Addl. 5% State Match for Paratransit
$0[A]		$41.2 M.

Total Revenue = **$251.2 M.**

A. 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 *

78% of trips serve Chgo. residents

$251.2 M.
– 97.5 M.
$153.7 M.

Off the Top

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

$153.7 M. Formula Distribution

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

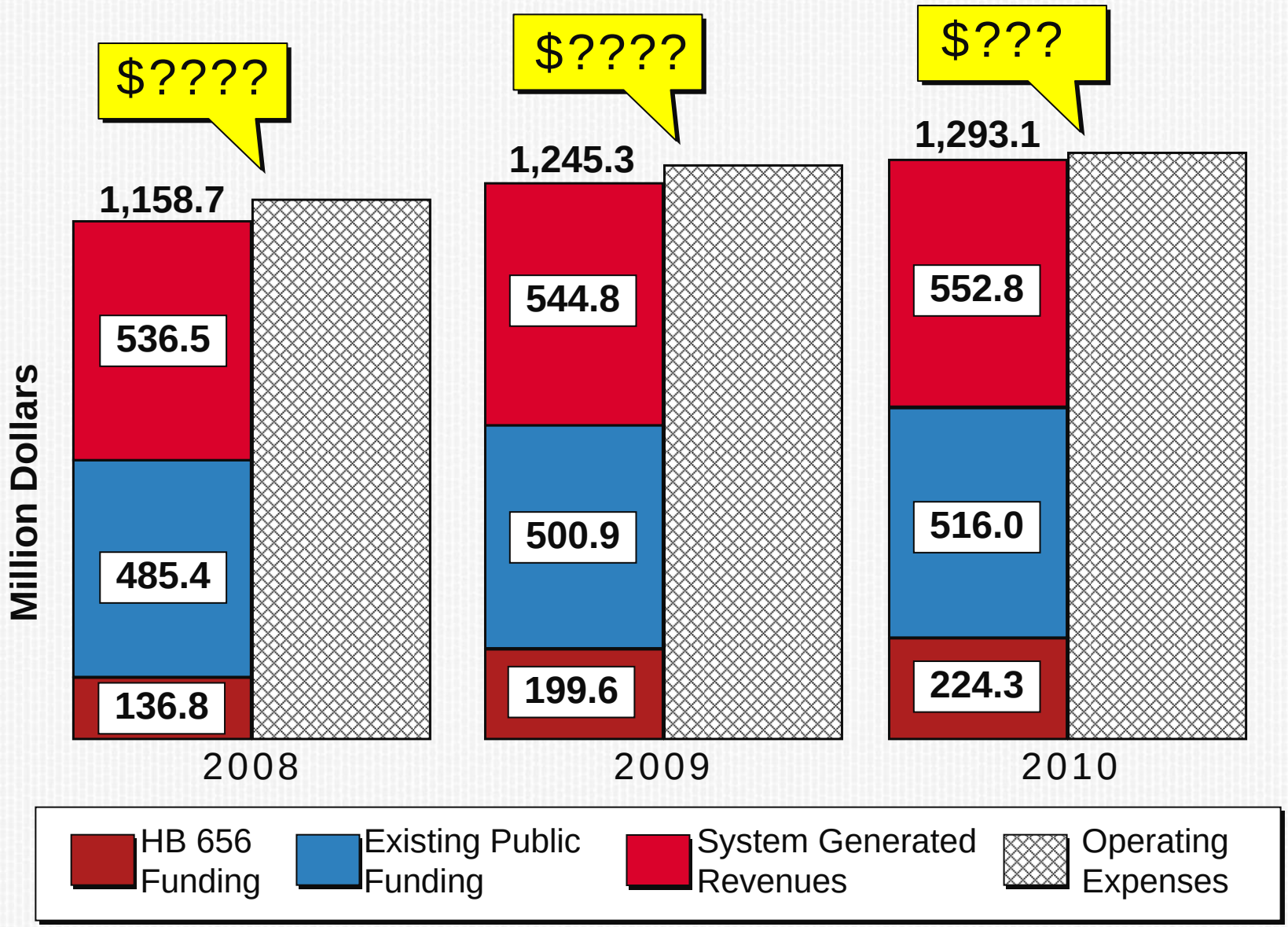
$79.9 M.

$73.8 M.
+ 63.0 M.
$136.8 M.
CTA Share

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

* Pro-rated at 75% for 2008

Est. Funding/Revenues 2008 - 2010



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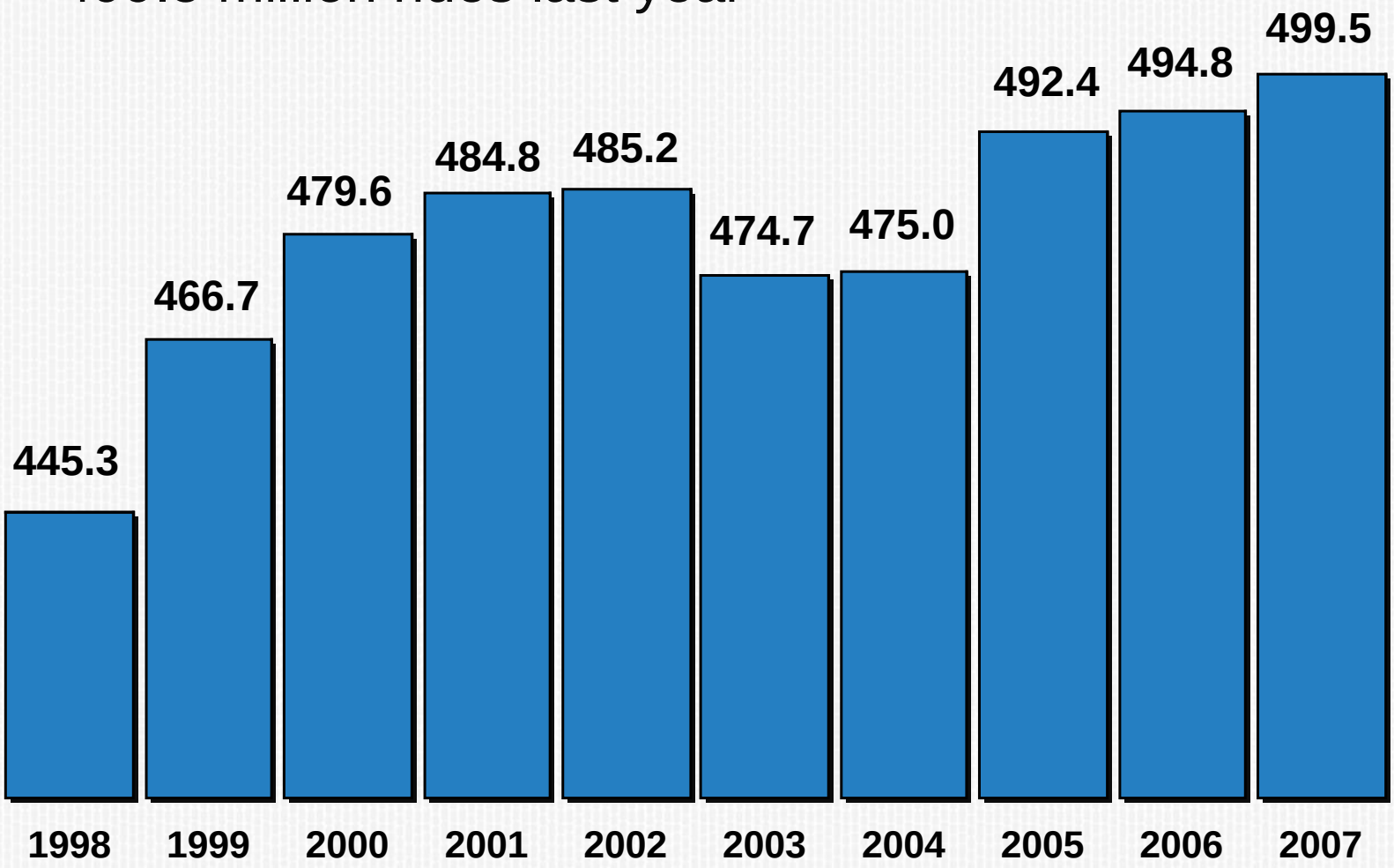
2007 Ridership

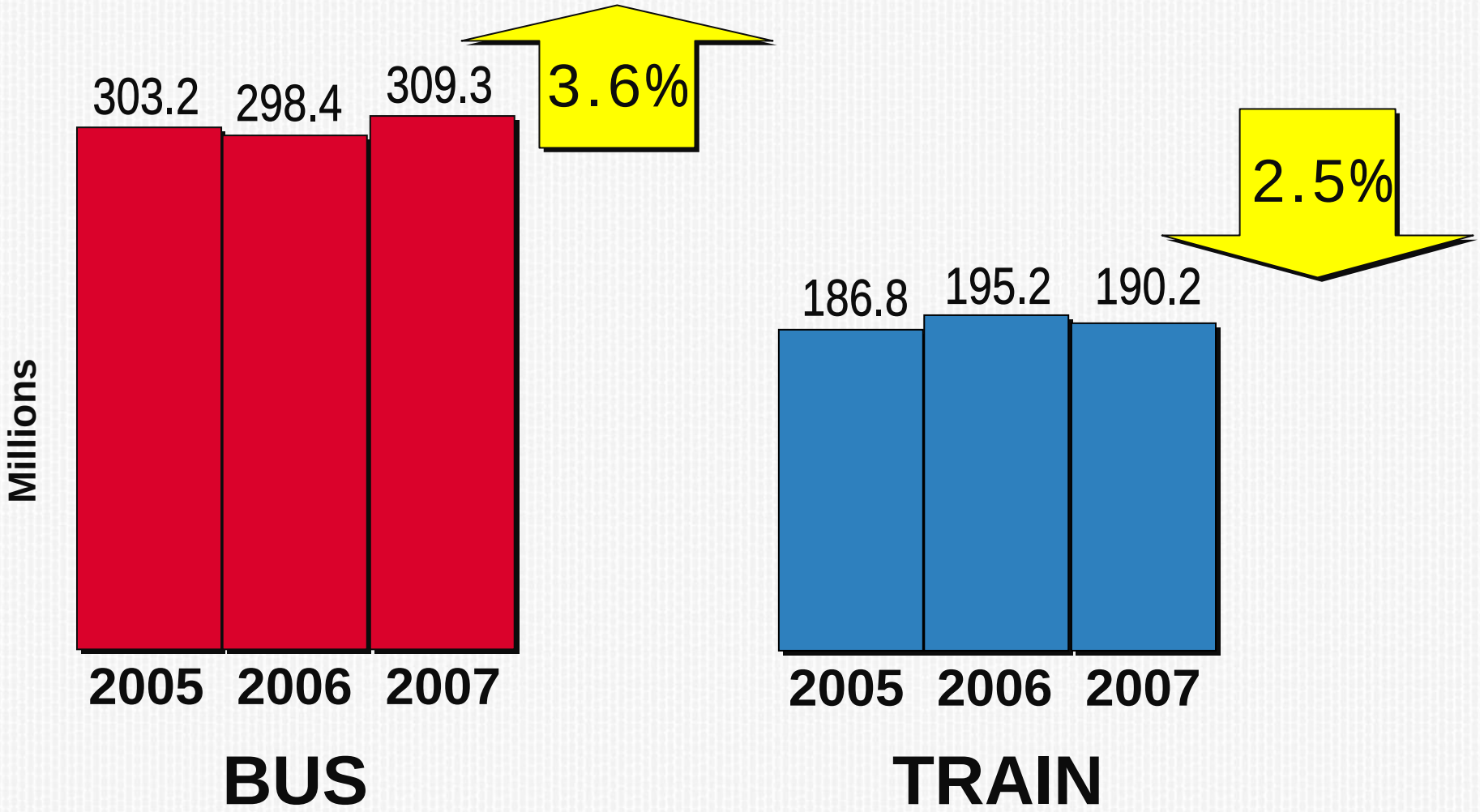
2007 Ridership up 1.2% (4.7 Million Rides)

- Highest since 1992 and 4th year increase in a row
  - 499.5 million rides last year



Bus Rides Up/Train Rides Down Last Year

- 309.3 million bus rides
- 190.2 million train rides



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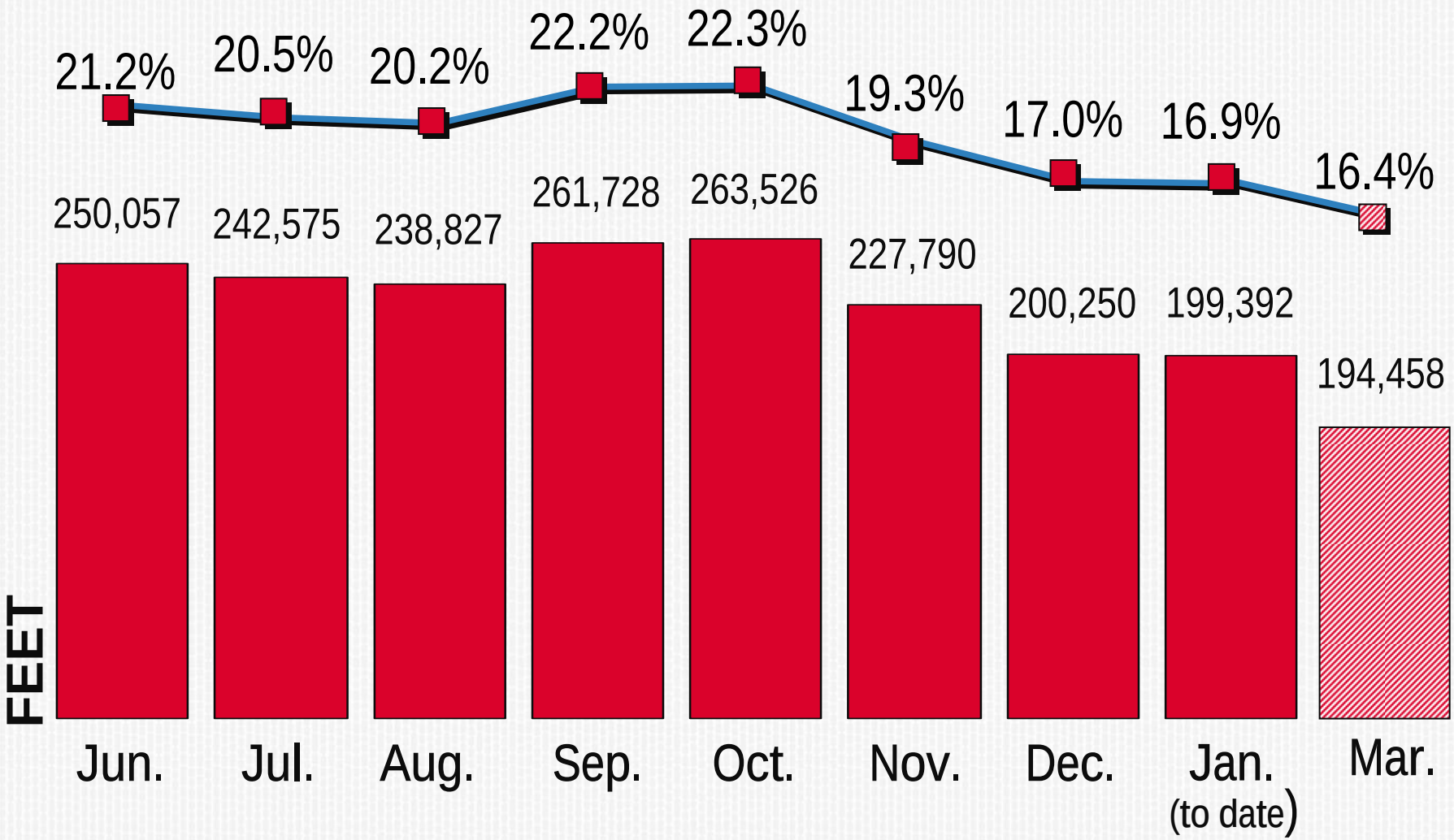
Slow Zones

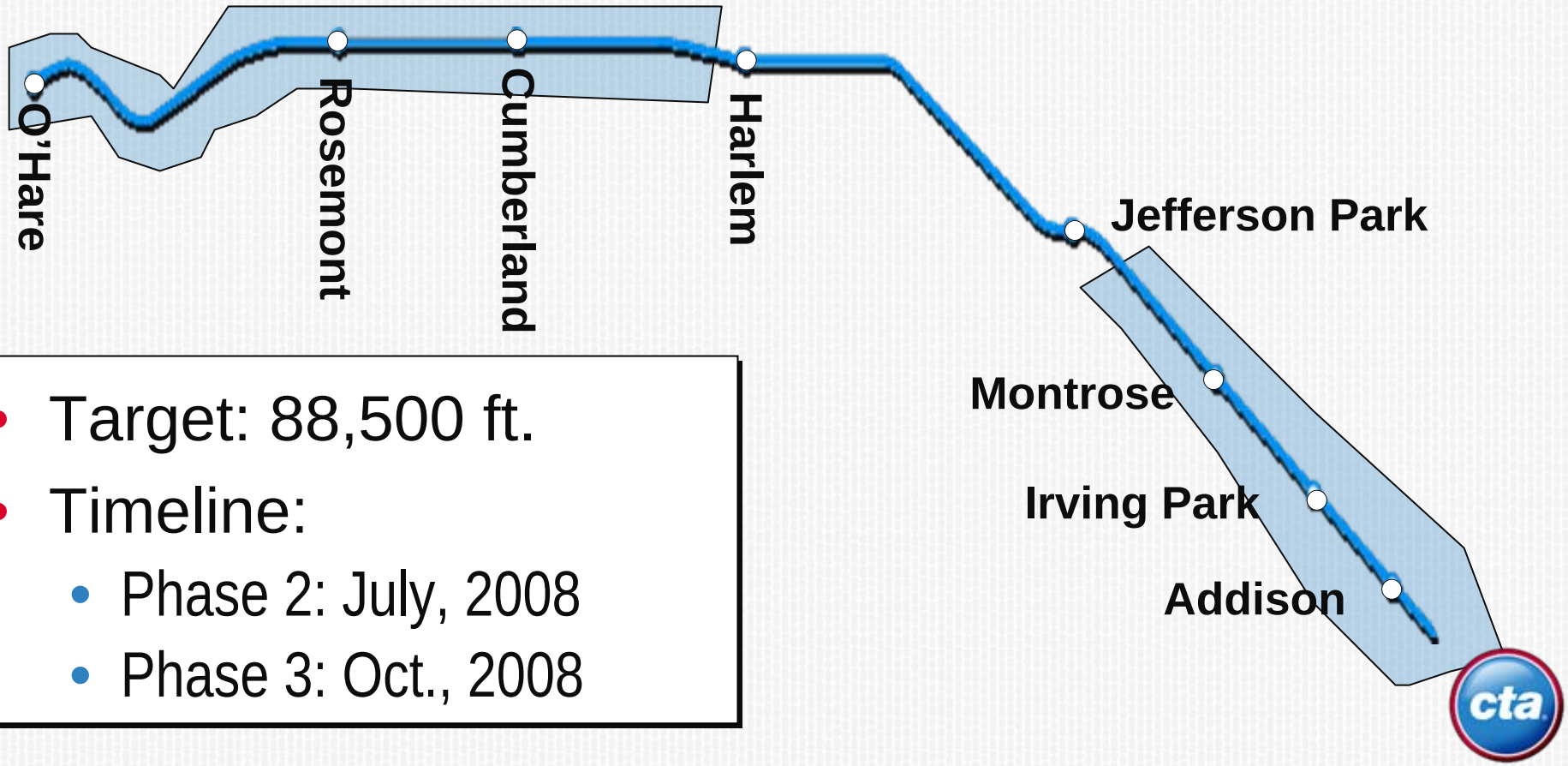
Slow Zone Removal

- System slow zone feet eliminated



Blue Line – O'Hare Tie Replacement

- Phase 2 & 3: Remaining areas



- Target: 88,500 ft.
- Timeline:
  - Phase 2: July, 2008
  - Phase 3: Oct., 2008

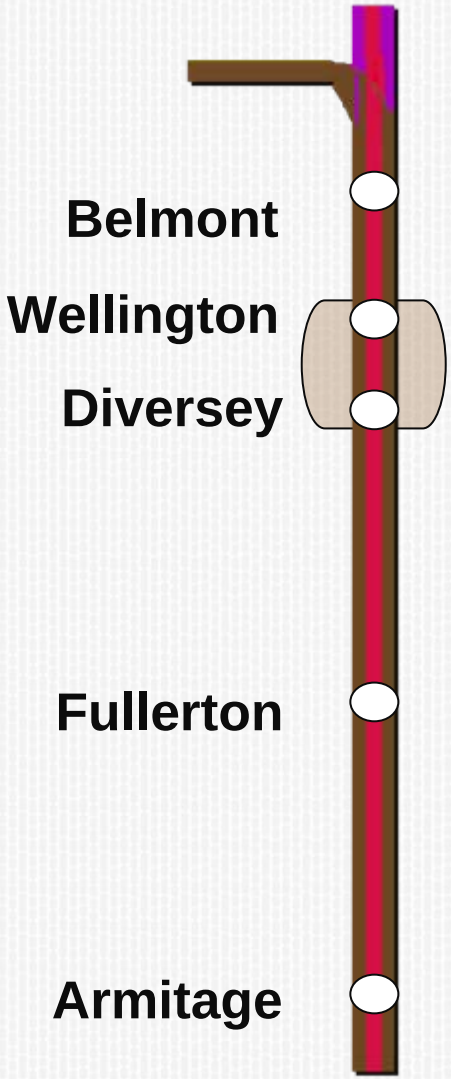
Red Line - State Street Subway

- Harrison to North/Clybourn

- Targeted: 43,000 ft.
- Contract awarded: Nov. ‘07
- Timeline: Jan. – Dec. ‘08

Red, Purple and Brown Lines

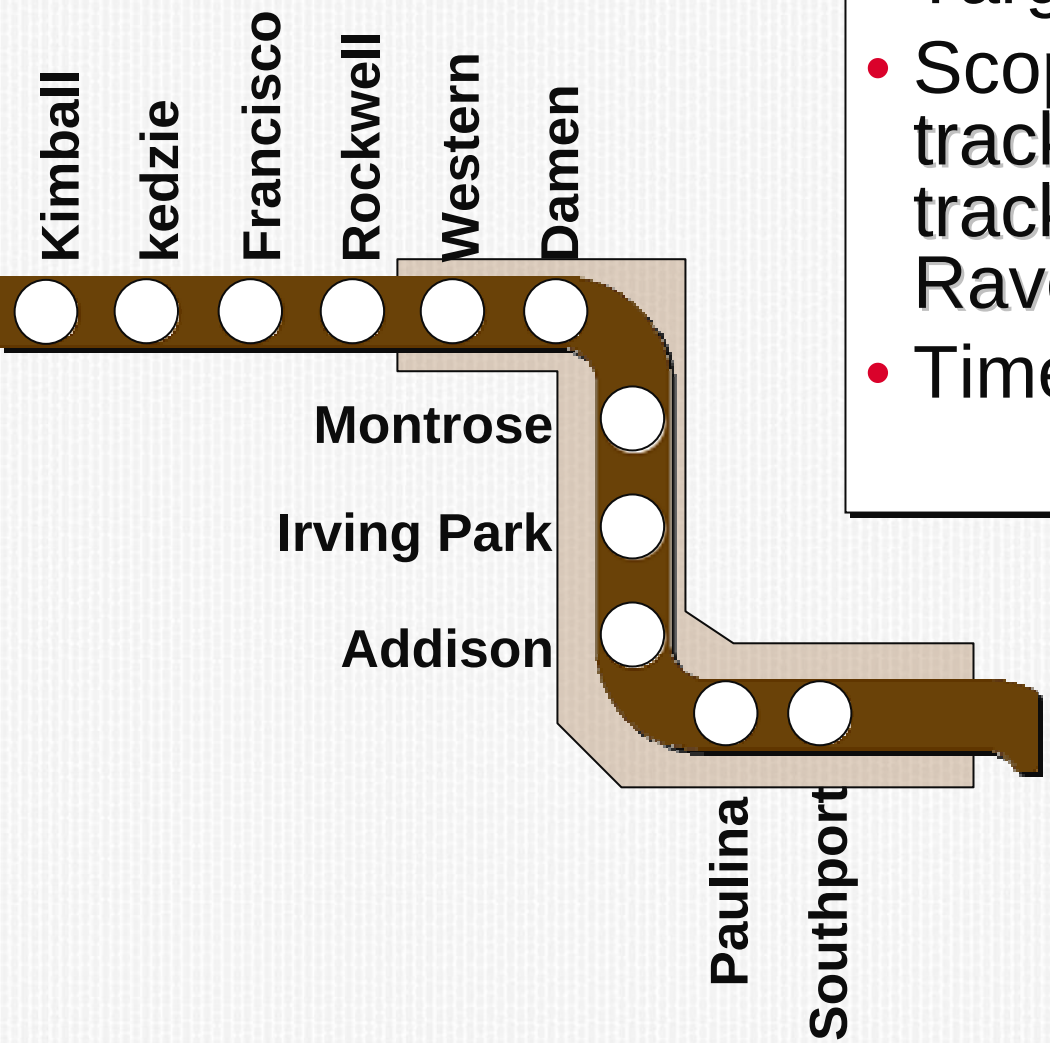
- Diversey to Wellington, Tracks 1 - 4



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

Brown Line - Ravenswood

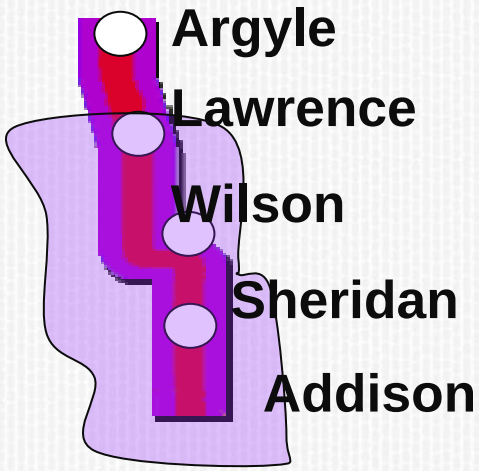
- Western to Southport



- 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

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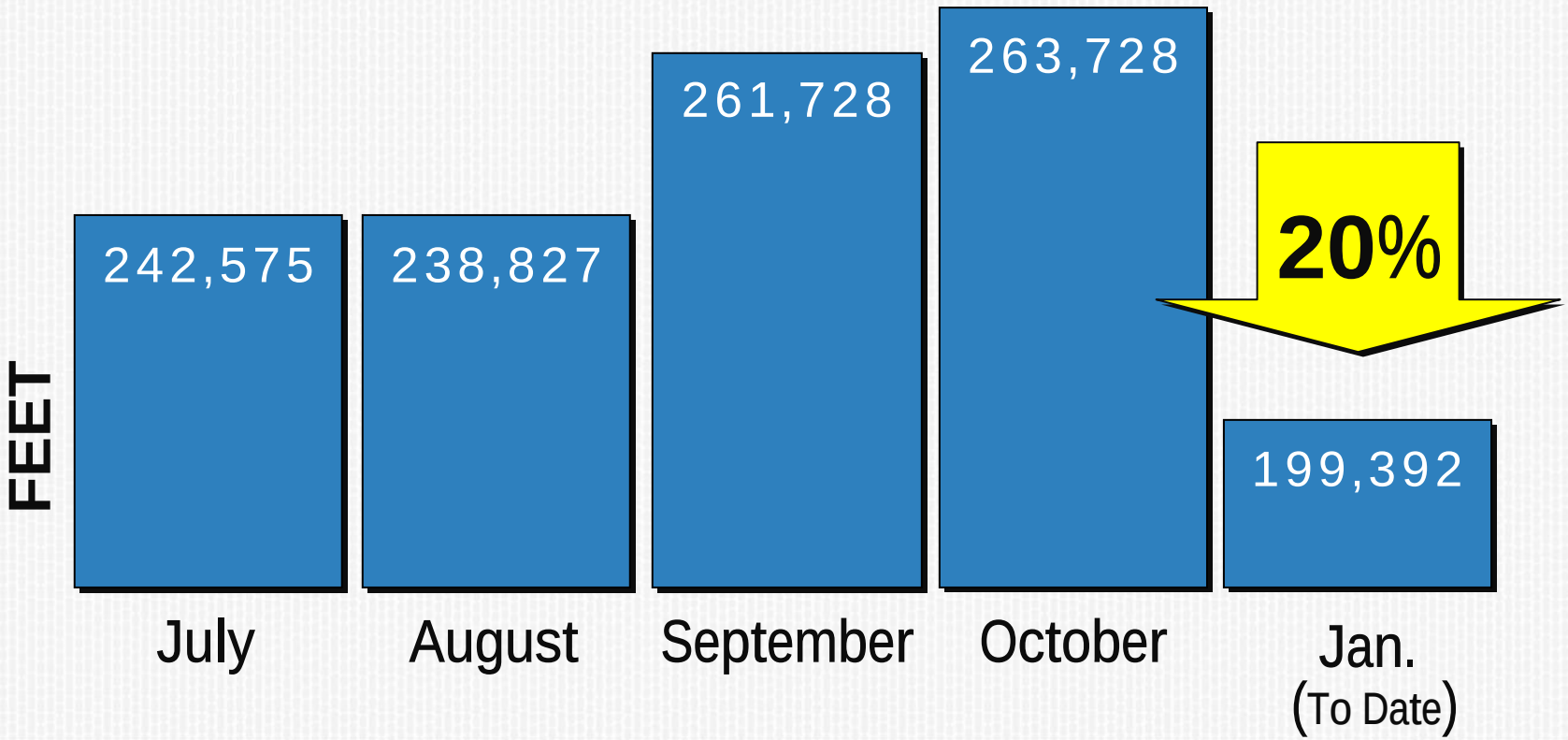
New Trains

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

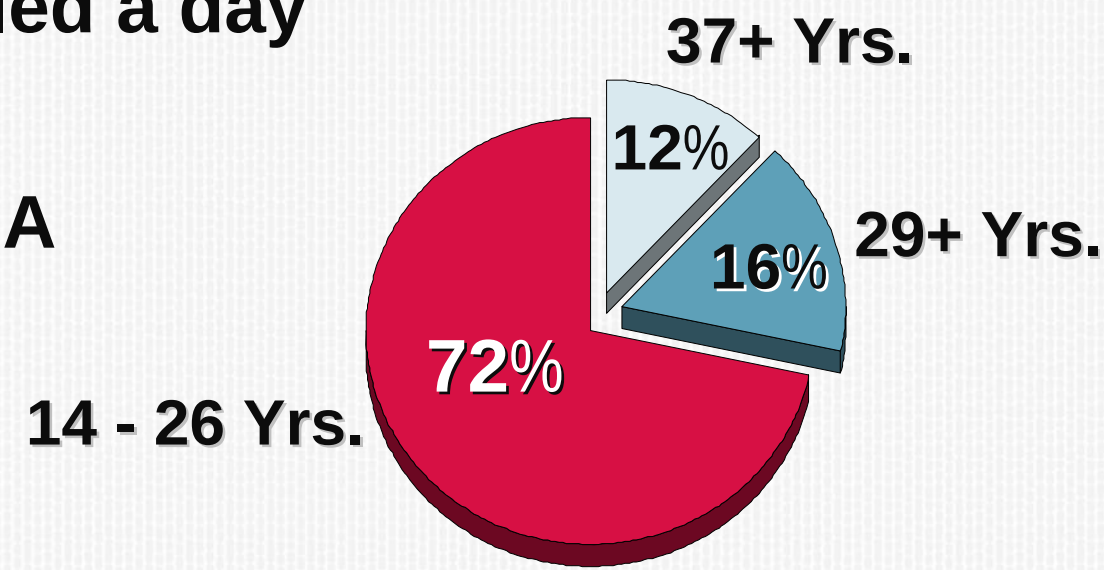
- Adds cellular modems so Control Center can communicate directly with customers in real-time
- Upgrades seat fabric to an anti-stain/anti-microbial fabric newly available in the industry
- Asks for industrial design assessment
  - Additional enhancements to improve functionality and appearance without affecting production and delivery
- Examples of features to be evaluated:
  - Seat design
  - Flat panel information screens
  - Windscreen and lighting design

Adjusted Contract Cost

Current Contract for 206 Cars + Option for Additional 200 Cars	**$577.0 Mil.**
Proposed Changes	**+ 26.6 Mil.**
Revised Contract	**$603.6 Mil.**

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

- 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.

Example Cities:

- Paris
- Hong Kong
- Madrid
- NYC
- London
- Vancouver

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

- 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.

Example Cities:

- **Portland**
- **Denver**
- **Los Angeles**

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”

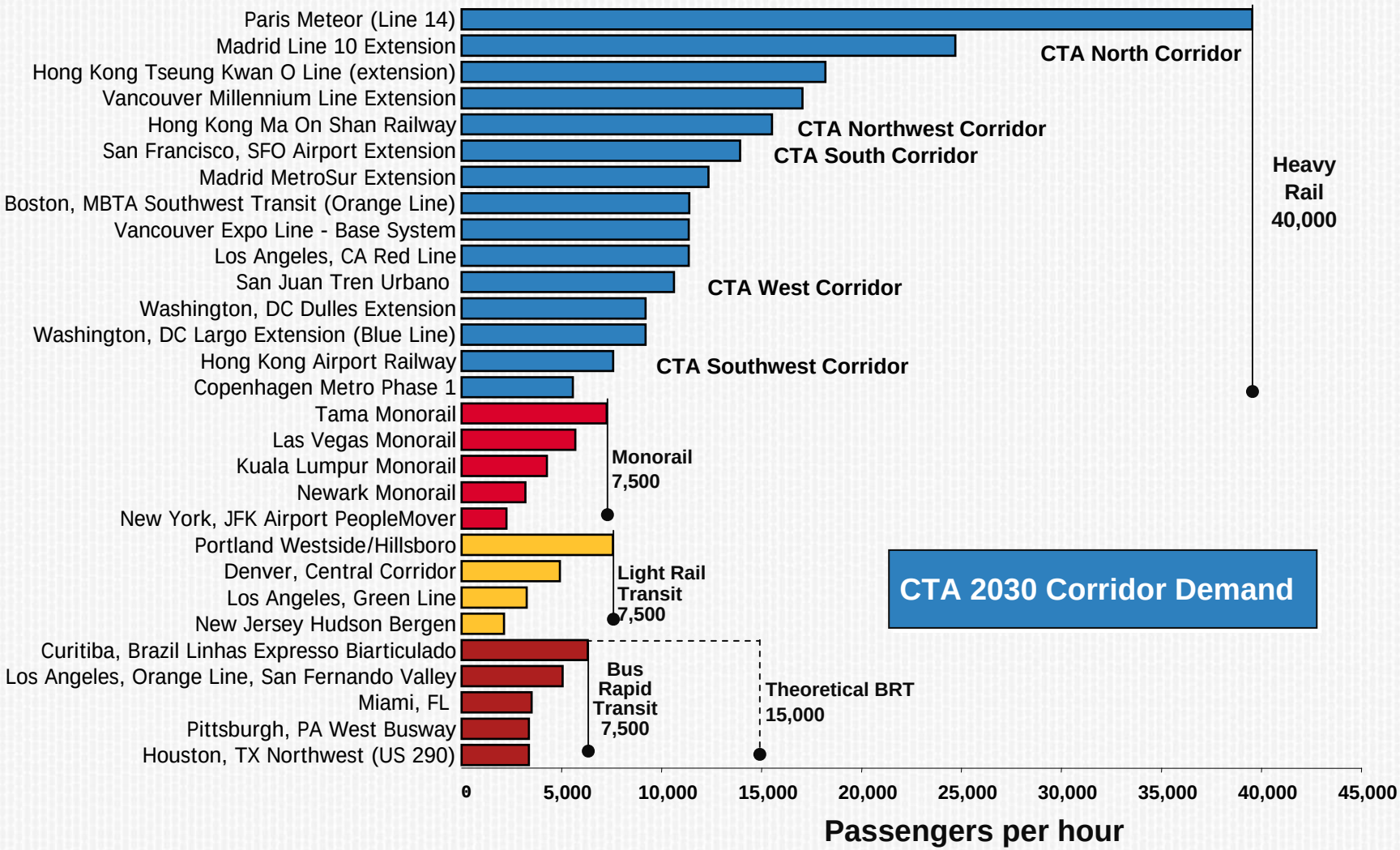
- Runs at 100 m.p.h.
- Designed for shorter station spacing
- Still experimental and relatively untested
- Costs are very difficult to estimate

- 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



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 1

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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