

CTA Monthly Performance		2009 Monthly Target	2008 Monthly Average	Jan 2009	Feb 2009	Mar 2009	Apr 2009	May 2009	Jun 2009	Jul 2009	Aug 2009	Sep 2009	Definition
RIDERSHIP	Total Ridership (in millions)	45.1	45.0	40.3	40.1	44.4	43.4	44.3	44.0	45.3	46.1	46.1	Number of rides registered on the bus and rail systems. Rail ridership includes rail-to-rail transfers.
	Rail Ridership (in millions)	18.1	18.0	15.3	15.0	16.7	16.8	16.7	17.4	18.5	17.5	18.2	Number of rides registered on the rail system including rail-to-rail transfers.
	Bus Ridership (in millions)	27.0	26.5	25.0	25.0	27.7	26.6	27.6	26.5	26.9	25.9	27.9	Number of rides registered on the bus system.
	Total (Year to Date, in millions)	387.1	208.8	40.3	80.4	124.8	168.1	212.4	256.4	301.7	345.1	391.3	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)	1.1%	4.3%	2.2%	1.7%	6.3%	1.5%	1.8%	0.9%	0.4%	0.3%	-0.5%	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	78	90	86	63	76	53	53	68	60	71	74	Rail Delays of 10 minutes or more reported to the Control Center by an Operator, a Controller or a Supervisor.
	% of Slow Zone Mileage	N/A	12.3%	7.5%	8.2%	7.3%	8.3%	9.5%	9.0%	9.6%	9.4%	9.5%	Miles of revenue track that have slow zones. Slow zones range from 6 mph to 35 mph.
	% of Big Gap Intervals, Bus	5%	6.2%	4.6%	3.8%	3.4%	3.1%	3.7%	3.9%	3.8%	3.7%	3.6%	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	3%	3.3%	2.4%	2.2%	2.1%	2.0%	2.5%	2.5%	2.3%	2.2%	2.6%	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	4000	3617	3343	3838	4068	4068	4145	4363	4808	4317	4335	Miles traveled during the month divided by the number of reported defects for the month.
	Miles Between Reported Bus Service Disruptions Due to Equipment (1)	3000	2971	2413	3875	3570	3858	4007	3606	4840	4807	5200	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	13%	14%	14%	11%	9%	9%	9%	10%	10%	10%	10%	Daily average number of buses unavailable for service for any reason divided by the total number of buses in the fleet.
	Average Daily Percent of Rail Fleet Unavailable for Service	12%	12%	12%	10%	9%	8%	9%	9%	7%	8%	9%	Daily average number of rail cars unavailable for service for any reason divided by the total number of rail cars in the fleet.
SAFE	Bus NTD Security-Related Incidents per 100,000 miles	N/A	0.63	0.74	0.58	0.77	0.76	0.72	0.75	0.80	0.61	0.73	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	N/A	2.0	1.9	1.8	2.0	1.6	2.0	1.9	3.0	2.8	2.5	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	N/A	0.45	0.54	0.50	0.28	0.46	0.37	0.63	0.31	0.44	0.44	Any event where one or more of the following occurs on the system: an individual dies either at the time of the event 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.
	Rail NTD Safety-Related Incidents per 100,000 Miles	N/A	0.04	0.06	0.02	0.03	0.05	0.03	0.01	0.03	0.02	0.05	Any event where one or more of the following occurs on the system: an individual dies either at the time of the event 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	Average Days Between Completed Rail Detail Cleans	14	23	11	12	12	12	13	14	14	12	12	Two month rolling average number of days between detail cleans on rail cars for those rail cars that were cleaned at least twice during the two month period. For example the Jan-08 data consists of the average days between deep cleans for rail cars detail cleaned between 12/1/07 and 1/31/08.
	Average Days Between Completed Bus Detail Cleans	14	17	12	12	12	13	14	14	15	14	13	Two month rolling average number of days between detail cleans on buses for those buses that were cleaned at least twice during the two month period. For example the Jan-08 data consists of the average days between deep cleans for buses detail cleaned between 12/1/07 and 1/31/08.
COURTEOUS	% of Customer Complaints Not Closed Out Within 14 Days	6%	5.9%	2%	4%	1%	1%	3%	2%	3%	2%	2%	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 (2)	0:02:00	0:03:26	0:02:28	0:02:09	0:01:59	0:01:34	0:01:00	0:01:55	0:02:12	0:02:32	0:01:54	Average number of minutes a customer waits on the CTA hotline before his/her call is answered.
	Reported Lift Defects (Service Disruptions)	N/A	82	114	73	73	55	59	91	65	68	70	Number of reported lift defects that resulted in a disruption of service.
	Reported Ramp Defects (Service Disruptions)	N/A	45	133	49	61	46	49	49	56	56	56	Number of reported ramp defects that resulted in a disruption of service.
	% Buses with Defective AVAS	2%	3.2%	2.3%	1.8%	1.5%	1.6%	1.5%	1.7%	1.6%	1.4%	1.7%	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.
	% Functional Destination Signs	96%	97.3%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	The percent of buses audited by Bus Quality Control (QC) with defective destination signs. QC audits 40-60 buses at each garage during each visit and they visit each garage one to two times each month.
	Reported ADA Complaints	N/A	26	29	44	20	34	36	42	55	50	42	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

(1) 2008 Average is based on September through December data only. A new reporting procedure was implemented in September of 2008.

(2) 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.