

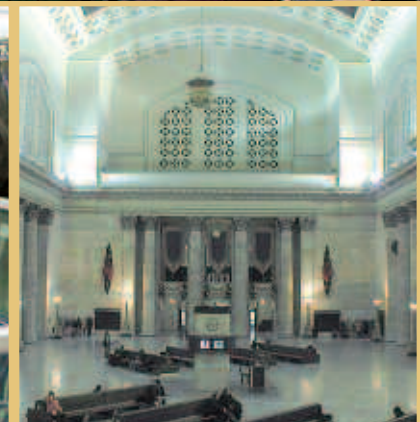
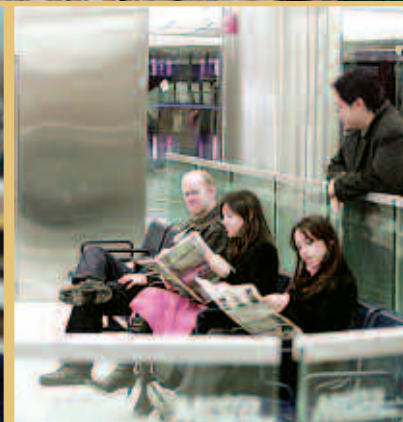
BUILDING ON SUCCESSES



2 0 0 7 M e t r a

P r o g r a m &

B u d g e t



T a b l e o f C o n t e n t s

Board of Directors	02
System Map	03
Letter from the Chairman	04
Building On Success	06
A Cycle Of Renewal	08
The Price Of Deferment	10
Expansion = Opportunity	12
A Strategy For The Future	14
Appendix.....	16
Legal Notice	44
Public Hearing Schedule.....	45
Ordinance.....	46
Presentation Schedule	47



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02

Carole R. Doris, Chairman

Appointing Authority
Chairman, DuPage County Board

James V. Dodge, Director

Appointing Authority
Suburban Members, Cook County Board

Elonzo W. Hill, Vice Chairman

Appointing Authority
Suburban Members, Cook County Board

Larry A. Huggins, Treasurer

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Arlene J. Mulder, Secretary

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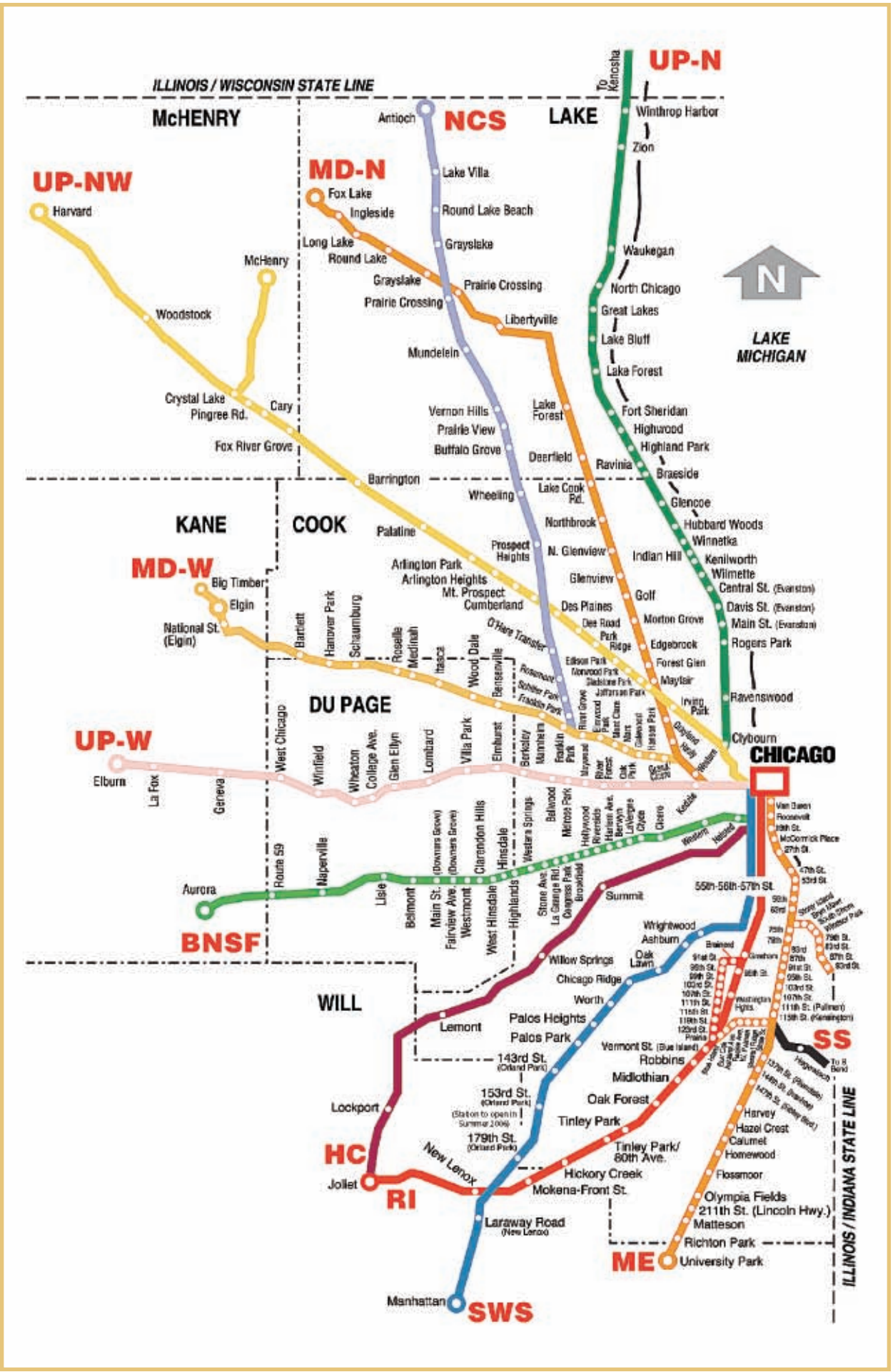
Jack Schaffer, Director

Appointing Authority
County Board Chairmen, Kane, Lake, McHenry and Will counties

Michael K. Smith, Director

Appointing Authority
County Board Chairmen, Kane, Lake, McHenry and Will counties

Philip A. Pagano, Executive Director



To the Friends of Commuter Rail:

Early this year, Metra demonstrated its ability to put capital dollars to work for the benefit of our riders and the Northeastern Illinois region as a whole with the inauguration of service on three New Start projects. With the extensions of the SouthWest Service to Manhattan, and the Union Pacific West Line to Elburn, as well as the expansion of the North Central Service, Metra saw years of planning, labor and collaboration come to fruition.

Our success at completing projects on-time and almost \$50 million under budget only furthered Metra's reputation as the premier commuter rail service in North America. We continue to work tirelessly to ensure that Metra's service remains reliable and cost-efficient, while satisfying the growing demands of our customers.

Simply put, we want to build on our success in the years to come.


Yet, our desire to improve and maintain Metra for the future is based on the availability of the moneys needed to reach these goals. As Metra's service area continues to expand, there are many factors beyond Metra's control which dictate how available dollars are spent. The costs of operating our existing system have outpaced available funding as energy, security and health care costs continue to rise to record levels.

A volatile energy market has not only impacted the price Metra pays for diesel fuel, but the deregulation of electrical power and distribution starting this fiscal year will also have a budgetary impact. During 2006, spot market pricing for diesel fuel reached \$2.38 per gallon. In 2007, Metra is projecting an average price of \$2.30 per gallon, or a 21 percent increase over the 2006 budget. Metra's spending on electricity is expected to grow by 49 percent, or \$6.6 million, from the 2006 Budget to 2007.

More than 20 years ago, Metra inherited a commuter rail system that had fallen into a state of disrepair through decades of deferred maintenance. Some of the rail cars had floors so worn that riders could see the tracks below their feet. Since that time, Metra has rebuilt this system and built its reputation for quality and reliable service. This has been accomplished by leveraging capital dollars to create a system of cyclical maintenance that not only improved service, but ultimately reduced operating costs.

But our ability to continue building on our success is in jeopardy. Even with a successful cost containment program, it has been necessary for Metra, in recent years, to divert funds from its capital program to balance its operating budget. In 2006, more than \$68 million in capital funding was diverted to operations. In 2007, we estimate that as much as \$71 million could be diverted if additional funding is not received from the state of Illinois. Every dollar diverted from our capital program pulls us closer to a point at which we are no longer moving forward to meet the region's current and future demands. Instead, we will be slipping backward into to a cycle of deferred maintenance and reduced reliability.





In fact, without a new operating and capital funding initiative, the Northeastern Illinois region risks stepping back into the past, at a time when our region is growing at a record pace. We have long said that the more we capitalize the less we have to subsidize, and Metra's performance and ridership growth over the years has proved this. However, as more and more funding is diverted from preventative maintenance to day-to-day operations, our overall performance will begin to suffer. Equipment breakdowns, slow zones and deteriorating facilities will begin to increase and we will enter a downward spiral of diminished service and reduced ridership.

We have been advised by the Regional Transportation Authority (RTA) to prepare a 2007 budget that anticipates additional operations funding from the state. Although such funding is essential, we have no guarantee that it will be forthcoming. Therefore, our 2007 budget will also identify the capital projects that will not go forward in the coming year without additional state funding. We firmly believe that this is the only fiscally responsible course to pursue when faced with such economic uncertainties.

As critical as the need for more operating funding, Metra must also pursue additional funding from the state so that we can move forward with projects to which we have committed, such as the SouthEast Service and the STAR Line. These projects, along with other planned capital improvements, will benefit all the communities throughout the six-county region. They will enable Metra to respond to evolving commuting patterns by connecting more of the region's communities with job centers while providing the high level of service that our riders expect.

To that end, Metra has partnered with the RTA, the Chicago Transit Authority (CTA) and Pace in 2006 on the development of a Strategic Plan for transit in our region. With this effort, we hope to shape the way the residents of Northeastern Illinois move around for years to come by providing more quality travel choices and reducing our region's dependence on the automobile. At the same time, we plan to identify the actions and the funding necessary to maintain our current system while growing to meet future needs.

This won't be an easy task. However, we firmly believe that it is an essential one. The continued vitality and stability of our region depends upon a reliable and comprehensive transportation system. A strategic plan will enable us to identify the necessary steps to lead us to our goals as well as the funding levels necessary to achieve them.

There's much to be done. Metra's Board of Directors, our 4,000 employees and freight partners are committed to working with our riders, the communities we serve, as well local, state and federal elected officials and leaders to continue to provide a reliable commuter rail alternative that meets the mobility needs of our region. We at Metra appreciate the continued support of our riders and the residents of Northeastern Illinois. We invite you to review the 2007 Program & Budget document to learn more about our current challenges, as well as our future plans.

Sincerely,



Carole R. Doris
Chairman
Metra Board of Directors

Since Metra's creation in 1984, we have worked to build what is one of the nation's premier transportation systems. This has been accomplished through comprehensive efforts to rebuild and renew our rail system's infrastructure and to expand services whenever possible to meet the needs of our customer base – the workers and taxpayers of Northeastern Illinois.

Metra's rail system is comprised of 11 rail lines operating more than 1,200 miles of track and 800 bridges with more than 1,100 pieces of rolling stock, more than 2,000 signals, 16 rail yards and six maintenance facilities.

Our contribution to the region's mobility is significant. For 2006, we estimate that we will provide 82.3 million passenger trips on more than 700 trains each weekday, serving 238 stations. In fact, Metra carries 50 percent of the trips in the region's busiest expressway corridors during the morning rush. If Metra didn't exist, it would take more than 29 additional lanes of expressway to handle these extra drivers.

A Year of Expansion

January 2006 marked the largest expansion of rail service in Illinois in decades with Metra's completion of three New Start projects. We owe a debt of gratitude to the leadership of U.S. House Speaker Dennis Hastert and the entire Illinois congressional delegation for their cooperation in securing the federal full-funding grant agreements *that enabled Metra to complete each of these projects one-year ahead of schedule and a total of \$50 million under budget.*

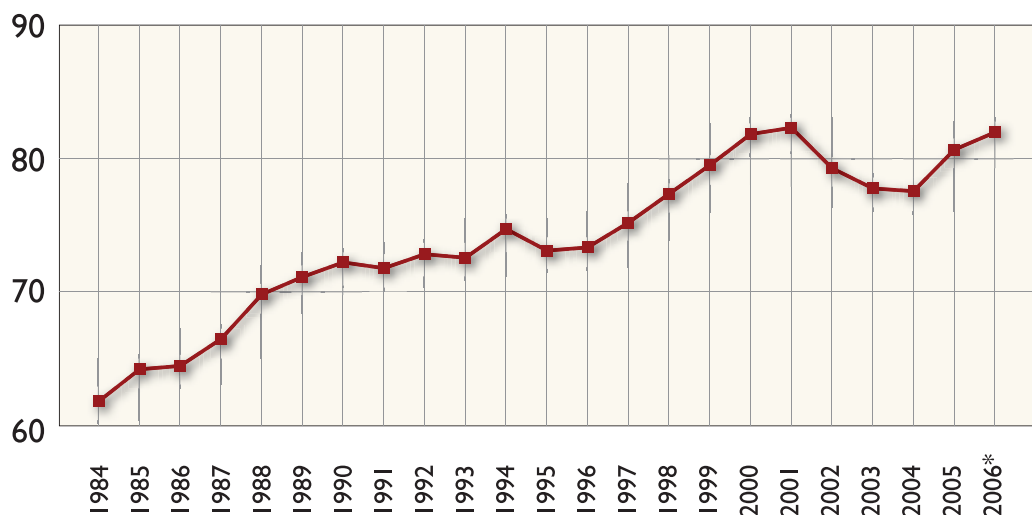
The extension of the Union Pacific West (UP-W) Line to Elburn, and the expansion and extension of the SouthWest Service (SWS) to Manhattan, as well as the expansion of the North Central Service (NCS), and the resulting service increases on these three lines are giving more commuters in our region access to commuter rail than ever before. Ridership on all three lines increased by a total of 12.9 percent through July 2006.

Ridership Surges

Ridership on the entire Metra system continues to grow. Through July, ridership is up by 5.4 percent over the same period in 2005 and is on track to exceed the record of 82.3 million rides recorded in 2001. Based on ridership alone, Metra is the second largest commuter rail system in the United States. In terms of the number of rail lines, integration with freight railroads and infrastructure, Metra operates the nation's most complex commuter rail system.

In past Budget and Program documents, we have discussed our achievements and plans at length. However, in 2007, public transportation in Northeastern Illinois is facing its worst funding crisis in more than two decades. Operating funding has not kept pace with rising costs for fuel, electricity, health care and security. The state's last major capital program ended three years ago and no new state program has materialized to provide the required funding for infrastructure projects.

Ridership Trends 1984 – 2006



*Projected Passenger Trips

Our plans for the future are irrelevant if we are not able to expend the funds necessary to maintain the system that we have. Therefore, this budget document will outline our needs for capital and operations funding to maintain and preserve Metra's existing system, current expansion plans and future programs.

No Fare Increase

In 2006, Metra increased its fares by five percent. Despite our clear need for additional capital and operating dollars, Metra intends to hold the line on fares next year. A five percent fare increase generates at most \$11 million in new revenue and does not represent a long term solution to our funding crisis. Therefore, there is no fare increase planned for 2007.

Metra has imposed only five fares increases in the past two decades, generally raising fares in five percent increments.

This record of incremental increases stands in contrast to the region's last major public transit funding crisis in the early 1980s. At that time, commuter rail fares in the region increased by 100 percent and services were cut by 30 percent. Weekend and off-peak services were the most severely affected by the cuts.

A primary reason that Metra has maintained a stable fare system and levels of increases is that it has been able to hold its base operating expenses to an increase of less than two percent.

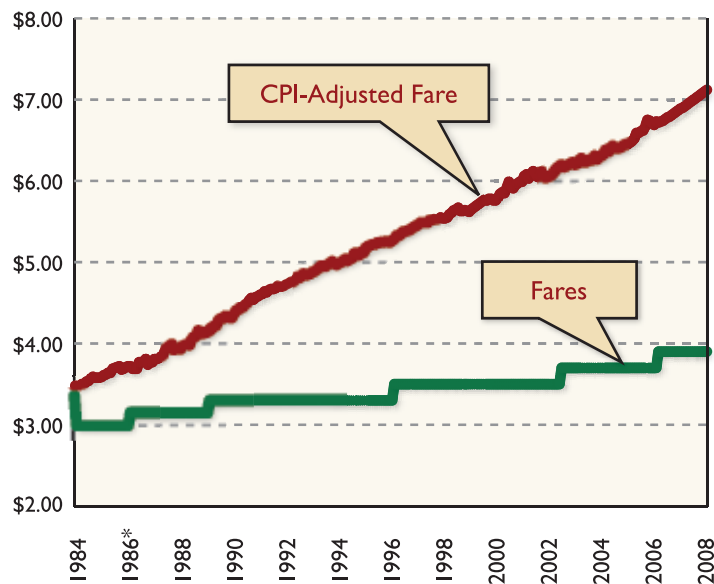
However, other costs such as fuel, electricity, security, and health care are beyond our control and have increased at exponential rates. For example, fuel prices in 2007 are projected to rise by 21 percent over the previous year's budget while electricity costs are expected to rise by 49 percent.

Maintaining Our Ratio

Metra is recognized in the transit industry as having one of the highest revenue-to-expense recovery ratios of any rail system at 55 percent. The recovery ratio represents the ratio of Metra system revenues to expenses, less certain exclusions, that must be achieved within the statutory provisions of the RTA Act. We expect to maintain a 55 percent recovery ratio through 2007.

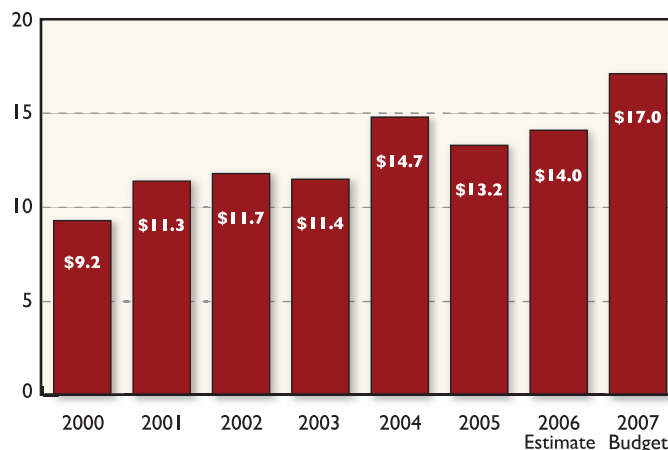
The operating efficiencies created through our capital programs to renew and replace aging equipment and infrastructure have been a major factor behind our ability to achieve such a high recovery ratio.

Metra Zone E One-Way Fare Versus CPI

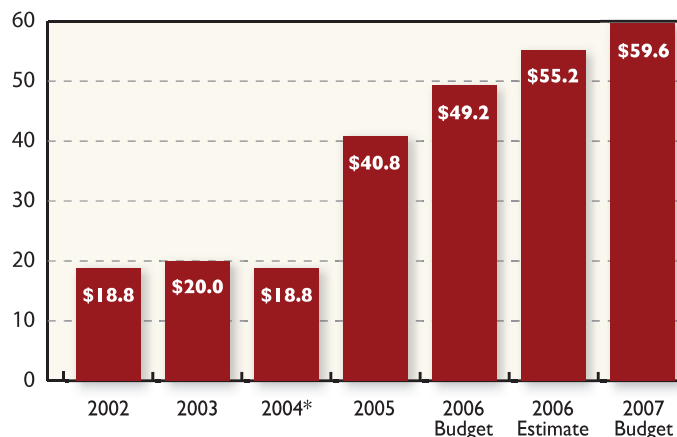


*Fare increase for capital projects

Metra Total Security Costs Dollars In Millions



Annual Diesel Fuel Expense Dollars in Millions



* Fixed price purchasing agreement in 2004 allowed fuel savings of \$8.3 million

In September 2006, the Regional Transportation Authority advised Metra and the region's other transit agencies to create operating budgets for 2007 that assume additional funding from the state. Metra is complying with this request. However, since there is no guarantee of additional state funding for operations in 2007, Metra will be fiscally responsible by presenting a budget that identifies which specific capital projects will be deferred if the RTA cannot provide additional operations funding. Although we do plan to defer capital projects if we do not receive new funding, there are no current plans for service cuts or fare increases in 2007.

Our Challenge

Lack of state funding has forced Metra in recent years to shift funds from its capital program to cover operations. This figure has grown from \$16.5 million in 2005 to a projected \$71 million in 2007.

Sufficient funding for both our operating and capital programs is essential for Metra to maintain our current levels of service. We have often said that the more we capitalize, the less we need to subsidize. Through past experience, we know that just a few years of deferred maintenance can require decades of recuperation time.

Repairing the System

Many of today's riders did not use commuter rail when Metra was first created, and therefore, have no memory of the deteriorated condition of the rail system we inherited. Century-old infrastructure had seen a bare minimum of preventative maintenance. Outdated rail systems and yards hampered our efforts to maintain our equipment and provide reliable, on-time service.

Most of the yards that Metra inherited had been built in the 1920s and lacked basic amenities. Imagine yards where employees needed to carry a bucket of water a block or more just to clean a car. There were no platforms between the tracks for employees to walk on and the yards lacked the capacity to hold our equipment, resulting in wasted time moving equipment around just so it could be serviced.

We lacked a system for stand-by power to keep our rail cars warm in the winter and cool in the summer and were forced to run our locomotives throughout the night to maintain comfortable temperatures for our riders. Most of our rail cars were painted carbon steel versus stainless steel. This led to corrosion where road beds and sunlight could be seen through small holes in the walls and the floors of the cars.

Nearly half of our system used outdated bolted rail instead of smoother, continuous welded rail. Rail ties were so deteriorated that they were crumbling and ballast rock used to support the rail bed was almost non-existent.



By Federal Railroad Administration standards, none of our lines could support operating speeds of 70 m.p.h. Some 15 percent of our tracks were so deteriorated that train service could operate no faster than 10 to 25 m.p.h.

Operating under such conditions, it is little wonder that by 1983, Metra's on-time performance plunged to between 83 and 87 percent.

For more than 20 years, through prudent management of capital and operating resources, we've been able to develop and carry out a plan of action. Metra has completed the much-needed renewal of our asset base and created a regular cycle of maintenance. Throughout this effort, our goal has been to accomplish each project on-time and on budget.

Since Metra was formed, we have expended nearly \$5 billion to overhaul and improve our rail system and create a cycle of renewal that has enabled Metra to reach a greater than 95 percent on-time performance standard.

Since 1984, Metra has replaced more than one million rail ties throughout the system, and replaced bolted rail with continuous welded rail so that 93 percent of our system has a smoother ride. We've also replaced 80 of the system's 132 interlockers and control points. We've completed work on 69 percent of the system's crossings with signal work and spent more than \$45 million upgrading highway/rail crossing signal interconnects.

Since 1984, Metra has expended more than \$410.5 million on projects to renew and rebuild its yards, shops and facilities. This figure does not include yard projects related to our three New Start projects. Many of the facilities that Metra had inherited dated from the 1920s or earlier and required major overhauls. The functions of our yards and shops have a direct impact on operating costs and continual renewal of these assets is required to maintain efficiency.

Through two state bond programs passed in 1989 and 1999, Metra was able to purchase 56 new locomotives, rehabilitate 140 electric district passenger cars, and acquire 476 new bi-level cars and 26 new Highliner cars for the Metra Electric District. In addition, the funds enabled the rehabilitation of 27 locomotives and 75 other rail cars.

Station and parking projects are some of the most visible improvements for Metra's customers. Since we began providing service in Northeastern Illinois, Metra has rehabbed or rebuilt more than 85 percent of our system's stations and constructed 22 new stations. Parking throughout the system has been expanded by nearly 33,000 spaces for a total of more than 85,500 spaces. More than \$70.8 million has been spent on station construction and improvement projects since 1983.

Past and Present



The Price Of Deferral

10

The current trend of shifting capital dollars to operations, if left unchecked, threatens a return to a downward spiral of deferred maintenance and diminished service reliability.

Today's Dilemma

Due to the need to divert capital funds to operations in recent years, Metra has already begun deferring some of its maintenance projects. Every year that goes by without additional resources for operations puts us further behind in our cycle of capital renewal and will ultimately result in equipment failure and service disruptions. We estimate that between \$250 million and \$300 million is required annually to maintain and renew the system. Operations costs will also be adversely impacted by the inability to maintain a cycle of capital renewal.

In 2007, \$60 million worth of work to restore and maintain rolling stock, track and structures, signals, electrical and communications equipment, support facilities, and stations and parking lots across the Metra system, could be impacted if capital funds are diverted to operations.

Metra's capital improvement projects include annual assessments that identify segments of the rail system in need of upgrades vital to maintaining on-time performance and reducing operating costs. Metra currently has nearly \$1.7 billion in unfunded capital needs just to maintain and renew its system. Another \$880 million is needed to fund planned expansions of our system. Yet, every dollar shifted from Metra's capital program means there are fewer dollars available to maintain our existing system and even less available to expand services. This puts our services in a precarious position even with our continuing efforts to contain expenses.

Rolling Stock

Rolling stock and other operations-related equipment is maintained on a cyclical basis to ensure reliable on-time service. The agency's current goal is to rehabilitate its locomotives every 12 years and cars every 15 years.

In 2007, Metra will defer the mid-life rebuild of 15 locomotives if additional funding for operations does not materialize. Metra will also not be able to hold to its current program of rehabbing its rail cars on a 15-year cycle and will perform only 19 rehabs.

To maintain a 15-year cycle, Metra needs to rehabilitate at least 55 cars per year. Mid-life rehabilitation of rolling stock replaces major components and is required to ensure safe and reliable performance. The continued deferment of such projects will eventually result in a 25-year rehab cycle and an increased number of mechanical failures.

Metra also works to modernize and expand its fleet as funding allows. In 2003, Metra unveiled the first of 300 new bi-level gallery cars and 27 locomotives. In February 2006, Metra took delivery of the final cars in its order of 26 Highliners for service on the Electric District. The cars' \$76.5 million purchase price was funded through the now-defunct Illinois FIRST program. The new Highliners began arriving in May 2005 and feature stainless steel construction, a state-of-the-art propulsion system and lavatories. The new cars are also accessible to people with disabilities.

Metra estimates that it would need another \$500 million to replace the remaining 139 cars in the aging Highliner fleet which has been in service since 1971. Funding for more replacement cars would likely come from state-sponsored Strategic Capital Improvement Program (SCIP) bonds; however, a new SCIP program has yet to be authorized by the state.

Past and Present



Track and Structure

Continual maintenance of our rail system's track and structures ensures a smooth and safe ride for our passengers and reduces the likelihood of slow zones that will negatively affect on-time performance. Although a lack of funding to perform track renewal projects will not be immediately noticed by our riders, Metra estimates within two to three years, the rail infrastructure will deteriorate to the point that rough sections of track will be noticeable and begin to impact service. The inability to perform scheduled work will also result in the further delay of future projects and, if left to deteriorate, minor repairs could become complete replacement projects within five to ten years.

In 2007, Metra will defer a number of planned rail, tie and ballast replacement projects on the Milwaukee District, the Union Pacific lines, and the BNSF if additional funding is not made available. A lack of funding will also curtail the final stages of Metra's ongoing work to replace bridges on the Rock Island District from 18th to 60th streets in Chicago. Retaining wall rehabilitation projects scheduled for the Union Pacific lines would also be delayed.

Signal, Electrical, Communications

Signal system upgrades on sections of the Milwaukee District, the Union Pacific and the Metra Electric District could also not go forward in 2007 if capital funding is diverted to operations. These signal systems are older and require more frequent maintenance. Individual signal failures normally do not have a long lasting impact on train operations. However, as Metra prolongs the completion of these projects, the number of signal failures and the duration of these incidents are expected to increase.

Support Facilities

Several projects designed to upgrade Metra's yards and support equipment will also be deferred in 2007 if capital funds are used for operations. These projects can have the most immediate impact on Metra's operating budget since operations costs increase when equipment doesn't run at optimum efficiency. Equipment and yards must be maintained so that they can be used to repair track, service rail cars and locomotives, and respond to failures such as a signal problem or a broken gate. Projects planned for the Blue Island Yard on the RID, the 14th Street Yard on the BNSF, the California Avenue and M19A yards on the UPR, and maintenance vehicles are just some of the items that could be cut back or delayed.

Stations and Parking

Station and parking improvements are some of the most visible capital projects for our customers. Metra will not have funding available to identify and plan for future station and parking improvements. Delays in this program will make our service less attractive and convenient to our current and future customers.



Metra currently has \$2.5 billion in unfunded capital projects, including \$880 million in local matching funds for four New Start projects that are authorized under the most recent Federal Transportation Act: the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU). Transit in Northeastern Illinois has had no major capital program since 2004 when the last moneys made available through the Illinois FIRST bond program were issued. The state has yet to authorize a new bonding program to replace Illinois FIRST.

Metra Connects

Through its Metra Connects program, Metra is planning the future look of our region's commuter rail network. Metra Connects includes the four projects authorized under SAFETEA-LU: the extension and capacity expansion of the UP-Northwest, the capacity expansion and upgrade of the UP-West, the creation of the SouthEast Service line, and the creation of the suburb-to-suburb STAR Line. If funding is secured, Metra will expand even farther into the region, create better suburb-to-suburb connections and improve service efficiency through key infrastructure improvements.

UP-Northwest Line

Metra's proposed \$144 million UP-NW expansion project would address the need to provide access to the thriving employment centers in this corridor by extending service from McHenry to Johnsburg, thus providing commuter rail access to residents of eastern McHenry and western Lake counties. The project would expand service capacity by adding rail yards in Woodstock and Johnsburg and making key infrastructure improvements along the route that would increase Metra's ability to provide reverse commuting options.


The corridor served by the UP-NW encompasses more people and jobs than any other corridor in the region and carries the third highest number of riders of Metra's 11 commuter lines. Economic and population forecasts for this corridor point to a greater demand for in-bound and reverse commute services with employment in the corridor expected to increase 60 percent by 2030.

UP-West Line

The \$385 million UP-W project would make infrastructure improvements that will allow Metra to increase the UP-W Line's service capacity, speed and reliability. Improvements will include upgraded signal systems, additional tracks and crossovers increasing service flexibility.

The project will also include the replacement and relocation of the A-2 crossing. A-2 is the busiest rail crossing in Northeastern Illinois. The UP-W crosses Metra's Milwaukee District West and North lines as well as the North Central Service at A-2. Restructuring this crossing will ease bottlenecks and decrease travel times on the UP-W. Slower travel times along the UP-W currently result in many commuters driving to Metra's BNSF line for faster express service. The proposed improvements would address this issue and provide the additional benefit of easing congestion on the BNSF.





Current population forecasts predict exponential growth in communities along this route (Elburn, 650 percent; Winfield West/Chicago, 150 percent) with a resulting demand for increased transit services. Employment forecasts for the corridor also point to explosive growth. The proposed improvements would enable Metra to expand service from 59 to up to about 80 trains per day and express service from 20 to as many as 30 trains per day.

SouthEast Service

The proposed 33-mile SouthEast Service (SES) would add another spoke to Metra's hub-and-spoke system. The \$524.3 million proposed rail line would run along the Union Pacific/CSX railroad tracks, providing new transit connections to 20 communities in south suburban Cook and Will counties, as well as opportunities for economic growth and development.

In addition to linking residents of this corridor to jobs in downtown Chicago, the SES could be used as a catalyst to create new transit-oriented development and employment centers in the south suburbs. The service will also make reverse commuting options feasible for existing and future business districts. Many communities along the SES line are already planning redevelopment projects to take advantage of the proposed service.

STAR Line

With the Chicago region's rapid growth, the need to explore and develop new services to connect the region's residents with career and living opportunities grows too. Metra's plans for a first phase of the 55-mile Suburban Transit Access Route, or STAR Line, would connect nearly 100 communities and address the region's need to provide new transportation alternatives for nearly 1.2 million people currently working in the suburbs affected by this proposal. The STAR Line represents Metra's most sweeping vision for transforming the region's transportation system.

Extending from Joliet to O'Hare International Airport, the \$1.1 billion project would be a first-of-its-kind in the nation linking the spokes of Metra's existing rail system. The line would provide true suburb-to-suburb service and provide seamless connections to Metra's existing North Central Service (NCS), Union Pacific West (UP-W), Burlington Northern Santa Fe (BNSF) and Milwaukee District West (MD-W) lines.

The STAR Line would link some of the most densely populated areas of the region and create an important base for future rail service extensions. The potential exists to extend service in later phases east from Joliet, north from Prairie Stone at Hoffman Estates, north and south along the Illinois Route 53/Interstate 290 corridor and to link O'Hare and Midway airports.

The improvements to the UP-NW and the UP-W services are near-term goals and could be realized within five years if funding is made available. The scope of the SouthEast Service and the STAR Lines projects require a longer timeline for completion. *It must be emphasized, however, that without a new source of state-authorized capital dollars, it is unlikely that Metra will be able to make substantial progress on any of the projects in the Metra Connects program.*

A Strategy For The Future

14

How well we are able to come together as a region to develop a strategy for the future of transit in Northeastern Illinois and how we address the need to create new funding sources will determine whether we are able to meet our region's future needs for mobility.

Strategic Planning

Metra has joined with the Regional Transportation Authority, the Chicago Transit Authority and Pace suburban bus in the development of a strategic plan for public transit in our region. As part of this effort, the Moving Beyond Congestion project will team the region's transit providers with business, government, tourism and community groups to gather regional consensus on what resources the region requires over the next decade.

The strategic plan will examine:

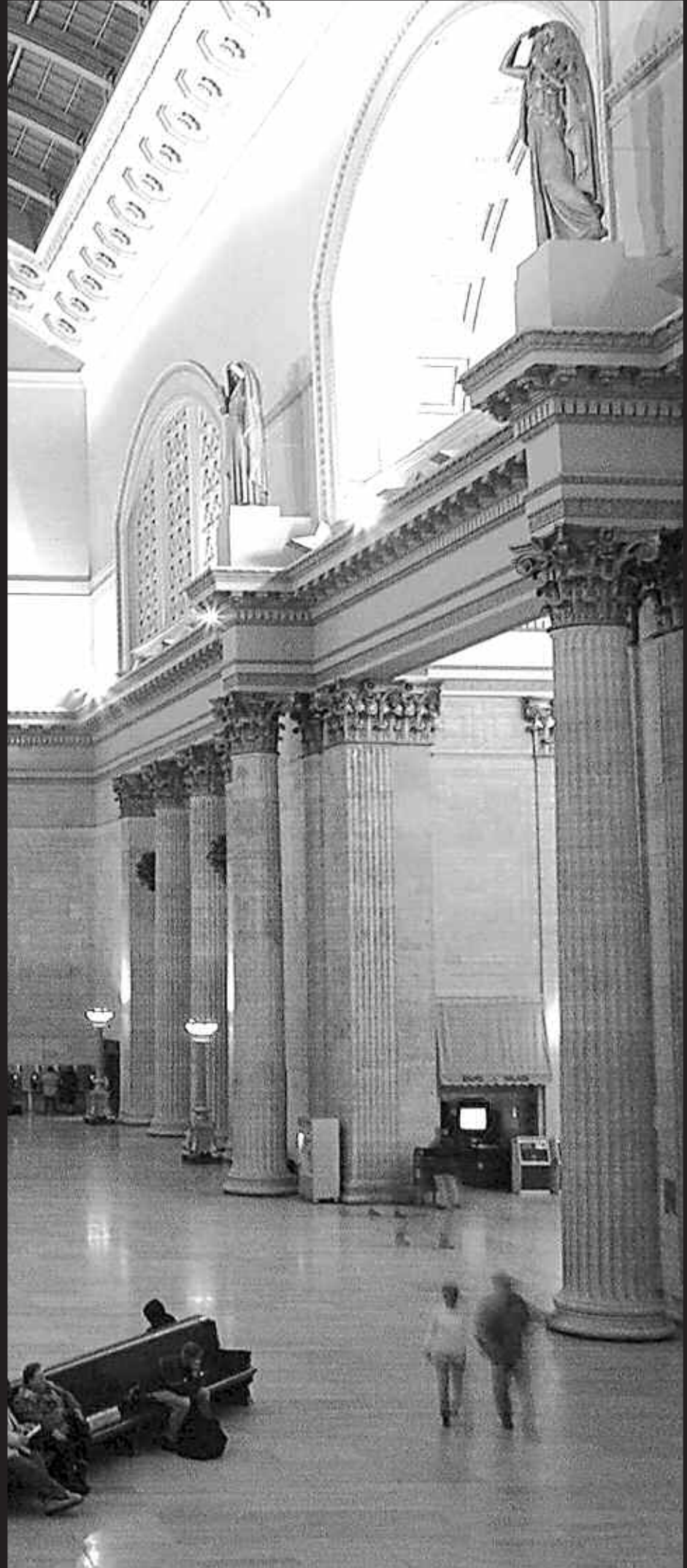
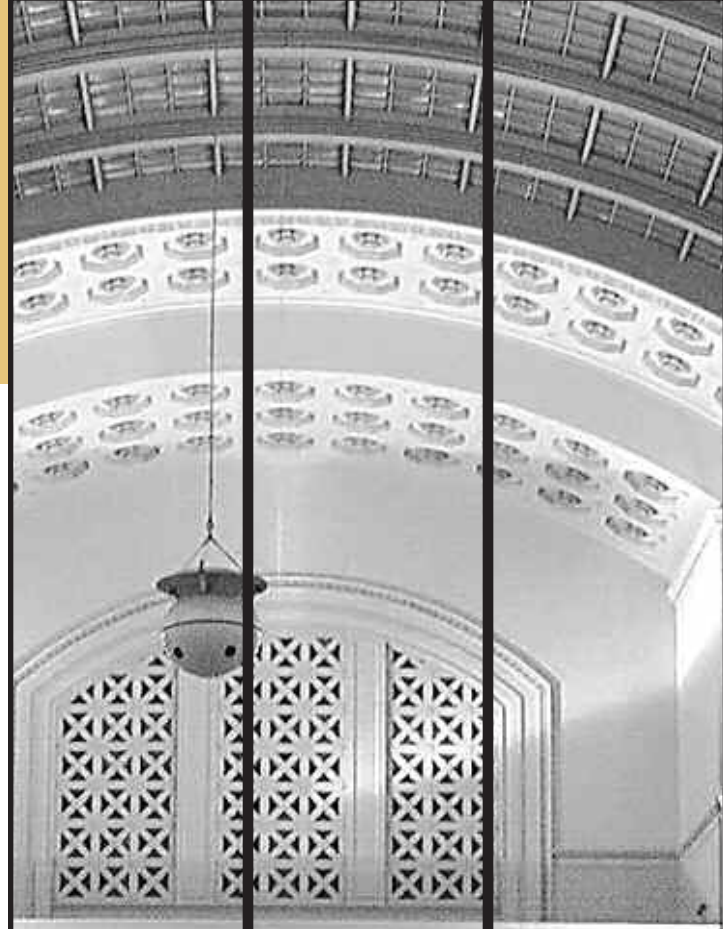
- ▶ *The need for more public transit services to address the region's congestion problems. Area residents now spend more than 250 million hours each year stuck in traffic. Congestion costs our region's residents more than \$4.2 billion each year.*
- ▶ *The lack of funding for capital projects. Despite the region's growing needs for transit service, capital programs for transit have declined every year since 2002. There are no funds to address hundreds of millions of dollars in deferred capital needs and no funds for expansion projects.*
- ▶ *Operating funding that has not kept pace with skyrocketing costs for fuel, electricity, security and health care costs.*
- ▶ *The diversion of capital funds to operating budgets by the region's transit operators. This tactic is shortchanging the future by reducing the resources devoted to the maintenance of our transit system's infrastructure.*

Through a strategic plan, the RTA, Metra, CTA and Pace hope to shape our region's future transit system by developing a set of practical steps that will allow us to achieve our goals. This includes pricing out each step and determining logical funding sources.

The development of a regional strategy for the future of public transit in Northeastern Illinois as well as Metra's own efforts to develop the best programs for rail-specific improvements are necessary steps to build on our past successes. When the strategic plan is completed, we will have better defined the costs and clearly demonstrated the value of investment in maintaining and creating an even more comprehensive transit system.

Metra believes in the planning process and understands the value of creating a united policy regarding the future of public transportation in Northeastern Illinois. However, throughout this process, Metra will always place the needs of our constituency first. The interests of the commuters and taxpayers in suburban Cook, DuPage, Kane, Lake, McHenry and Will counties are Metra's interests as well.





16 APPENDICES Table Of Contents

2007 Budget Overview	17
Calculation of 2007 - 2009 Farebox Recovery Ratios <i>(Table 1)</i>	18
Metra Operating Budget Comparisons	
2006 Budget, 2006 Estimate, and 2007 Budget <i>(Table 2)</i>	19
2007 Commuter Rail Operating Budget by Carrier and Type of Expense <i>(Table 3)</i>	20
2007 Budget Summary and 2008 - 2009 Financial Plan <i>(Table 4)</i>	21
2007 Metra Capital Program <i>(Table 5)</i>	22
Metra Capital Program: 2008-2011 Outyear Component <i>(Table 6)</i>	26
2007- 2011 Capital Program Sources <i>(Table 7)</i>	28
Physical Description <i>(Table 8)</i>	30
Operating & Service Characteristics as of 2006 <i>(Table 9)</i>	31
Commuter Rail Stations By Fare Zone <i>(Table 10)</i>	32
Forecasted Ridership and Vehicle Miles 2006-2009 <i>(Table 11)</i>	34
Ridership Related Statistics July 2005 – June 2006 <i>(Table 12)</i>	35
Ticket Sales by Ticket Type July 2005 – June 2006 <i>(Table 13)</i>	36
Fare Structure.....	37
2007 Adult Fare Schedule <i>(Table 14)</i>	38
2007 Special-User Fare Schedule <i>(Table 15)</i>	39
Significant Changes from Previously Adopted RTA Three-Year Program (Fiscal Years 2006 - 2008)	
Fiscal Year 2007 Projections <i>(Table 16)</i>	40
Metra - Metropolitan Rail 2007 Projected Cashflow Summary <i>(Table 17)</i>	42



Metra is proposing a 2007 Operating Budget and 2008-2009 Financial Plan that meets the 55 percent revenue recovery ratio requirement and complies with the RTA's request to assume additional funding from the state for operations. However, since additional funding is not guaranteed, Metra's 2007 Capital Program, as included in this document (Table 5), indicates which capital projects will be deferred to compensate for any shortfall in funding for operations.

Passenger Revenue

Passenger revenue is expected to increase over the 2006 Estimate as the result of continued strength in the local economy, the higher cost of gasoline, continued major road reconstruction projects, and continued growth for the lines which had service expansions or extensions in 2006.

Capital Credits, Leases, etc...

The 2007 Budget for Capital Credits, Leases, etc. anticipates higher levels of funding to be available for Capital Projects than was the case in 2006. Higher lease and advertising revenues are also projected.

Subtotal Expenses, Except

The 2007 Budget for the majority of operating expenses, excluding diesel fuel, security, health insurance, RTA pension, and electricity for motive power and utilities, is 1.7 percent higher than the 2006 Estimate and only 1.6 percent higher than the 2006 Budget.

Diesel Fuel

Diesel fuel averaged \$1.69 per gallon in 2005 and totaled \$40.8 million. We are estimating an average price of \$2.17 per gallon for a total cost of \$55.2 million in 2006. That is \$6.0 million higher than the 2006 Budget.

For 2007, we are budgeting diesel fuel at \$2.30 per gallon for a total of \$59.6 million. We are projecting fuel prices to decline to \$2.00 per gallon on average in 2008, then rise to \$2.10 in 2009.

Security

For 2007, the budget has been set at \$17 million, which is 22 percent above the 2006 estimate of \$14 million. Security expenses are not expected to exceed 2007 levels in 2008 and 2009.

Health Insurance

Health insurance costs in 2006 were lower than budgeted due to the introduction of lower cost plans for management employees and lower than anticipated premiums. Health insurance costs for 2007 are assumed to increase significantly over 2006, with more moderate annual growth in 2008 and 2009.

RTA Pension

The RTA Pension contribution for 2007 is \$1.1 million higher than for 2006.

Electricity

Electric power will be deregulated starting in 2007. Metra and CTA are jointly negotiating power supply contracts. For 2007, we are budgeting motive power and electric utility costs to increase by \$5.6 million or 39 percent over the 2006 estimate. Cost increases are expected to moderate in 2008 and 2009.

Summary

Table 3 presents Metra's 2007 Preliminary Budget, and Table 4 summarizes Metra's 2007 Preliminary Budget and 2008-2009 Financial Plan. The Metra Preliminary Budget and Financial Plan are presented in a manner consistent with its financial statements, with adjustments in format made, as appropriate, for illustrative purposes. Revenues are recognized when earned and expenses are recorded in the period in which goods and services are used. Metra's 2007 Projected Cash Flow Summary is included as Table 17.

Table 1

Calculation of 2007 - 2009 Farebox Recovery Ratios (*\$ in \$000s*)

	2007	2008	2009
Farebox Recovery Ratio Revenue	\$285,062	\$288,224	\$297,856
Total Operating Expenses	\$553,986	\$560,272	\$578,534
Exclusions from Recovery Ratio	(35,747)	(36,227)	(36,721)
Farebox Recovery Ratio Expenses	\$518,239	\$524,045	\$541,813
Farebox Recovery Ratio	55%	55%	55%

Table 2

Metra Operating Budget Comparisons

2006 Budget, 2006 Estimate & 2007 Budget

(\$ in \$000s)

	2006 Budget	2006 Estimate	2007 Budget
Total Revenue	\$273,420	\$273,705	\$285,062
Expense, Except:	\$394,267	\$393,570	\$400,382
Diesel Fuel	49,222	55,200	59,581
Security	21,000	13,970	17,000
Health Insurance	54,053	49,011	52,125
RTA Pension	3,736	3,736	4,840
Electricity	13,501	14,470	20,058
Subtotal	\$141,512	\$136,387	\$153,604
Total Expense	\$535,779	\$529,957	\$553,986
Total Deficit	\$262,359	\$256,252	\$268,924

Table 3

2007 Commuter Rail Operating Budget by Carrier and Type of Expense (\$ in 000's)

	NIRCRC	BNSF Railway	Union Pacific	NICTD / South Shore	Total Metra
REVENUE:					
Passenger Revenue	\$104,803	\$44,315	\$71,592	\$4,090	\$224,800
Reduced Fare Subsidy	1,494	485	1,040	31	3,050
Capital Credits, Leases, etc...	56,380	3	471	358	57,212
TOTAL REVENUE	\$162,677	\$44,803	\$73,103	\$4,479	\$285,062
OPERATING EXPENSE: CARRIER LEVEL EXPENSE:					
Transportation	\$75,023	\$18,541	\$47,173	\$2,314	\$143,051
Maintenance of Way	54,238	4,177	30,396	927	89,738
Maintenance of Equipment	46,317	15,451	30,327	1,359	93,454
Administration	19,443	935	10,036	1,903	32,317
TOTAL CARRIER EXPENSE	\$195,021	\$39,104	\$117,932	\$6,503	\$358,560
CENTRALIZED EXPENSE:					
Claims, Insurance, and Risk Management	\$10,125	\$2,209	\$4,020	\$346	\$16,700
Regional Services	7,046	1,255	3,590	191	12,082
Downtown Stations	6,446	5,091	1,503	0	13,040
TOTAL CENTRALIZED EXPENSE	\$23,617	\$8,555	\$9,113	\$537	\$41,822
SUBTOTAL	\$218,638	\$47,659	\$127,045	\$7,040	\$400,382
Diesel Fuel	\$24,248	\$10,235	\$25,098	\$0	\$59,581
Security	14,108	1,412	1,371	109	17,000
Health Insurance	34,520	5,034	11,568	1,003	52,125
RTA Pension	4,840	0	0	0	4,840
Electricity	14,511	1,275	3,939	333	20,058
TOTAL OPERATING EXPENSE	\$310,865	\$65,615	\$169,021	\$8,485	\$553,986
FUNDING REQUIREMENT	\$148,188	\$20,812	\$95,918	\$4,006	\$268,924
RECOVERY RATIO					55%

Table 4

2007 Budget Summary and 2008 - 2009 Financial Plan

(\$ in 000's)

	2007 Budget	2008 Plan	2009 Plan
OPERATING REVENUE:			
Passenger Revenue	\$224,800	\$227,048	\$230,454
Reduced Fare Subsidy	3,050	3,100	3,150
Capital Credits, Leases, etc...	57,212	58,076	64,252
TOTAL OPERATING REVENUE	\$285,062	\$288,224	\$297,856
OPERATING EXPENSE:			
Transportation	\$143,051	\$147,321	\$151,705
Maintenance of Way	89,738	92,178	94,854
Maintenance of Equipment	93,454	95,943	98,718
Administration	32,317	33,150	34,051
Claims, Insurance, and Risk Management	16,700	17,090	17,598
Regional Services	12,082	12,396	12,716
Downtown Stations	13,040	13,372	13,818
SUBTOTAL	\$400,382	\$411,450	\$423,460
Diesel Fuel	\$59,581	\$51,814	\$54,403
Security	17,000	17,000	17,000
Health Insurance	52,125	54,210	56,378
RTA Pension	4,840	5,340	5,607
Electricity	20,058	20,458	21,686
TOTAL OPERATING EXPENSE	\$553,986	\$560,272	\$578,534
TOTAL FUNDING REQUIREMENT	\$268,924	\$272,048	\$280,678
RECOVERY RATIO	55%	55%	55%

Table 5

2007 Metra Capital Program

(\$ in \$000s)

CAPITAL ASSET & PROJECT	RR	Budget with Legislative Initiative	Project Reduction	Budget with Current Resources
Rolling Stock				
Locomotive Remanufacturing Program	System	15,400	-15,400	0
Bi-level Car Rehabilitation	System	8,500	0	8,500
Car and Locomotive Improvements	System	500	0	500
Locomotive HVAC Improvements	System	450	0	450
Traction Motor Rebuilds	System	1,000	0	1,000
Fleet Component Overhaul or Replacement	System	8,100	0	8,100
Rolling Stock Operational Enhancements	System	4,000	0	4,000
Radios for Locomotives and Cab Cars	System	1,400	-1,400	0
Voice-to-Train Communication System	System	2,000	0	2,000
Rolling Stock Subtotal		41,350	-16,800	24,550
Track and Structures				
Track Infrastructure Improvements	System	12,840	-7,290	5,550
Grade Crossing Renewals (Road and Track Surfaces)	System	1,000	0	1,000
27th Street Pedestrian Bridge	MED	500	0	500
75th and 79th Street Bridges	MED	3,000	0	3,000
Salt Creek (Itasca-Wood Dale) Bridge	MWD	1,000	0	1,000
Bridge Rehabilitation, 18th to 60th Street (Final Phase)	RID	6,100	-4,000	2,100
Mud Creek Bridge (Bellwood), West Line	UPR	1,000	0	1,000
Bridge Rehabilitation and Closures	System	1,100	0	1,100
Retaining Wall Rehabilitation	System	3,780	-2,700	1,080
Belmont Road Grade Separation	BNS	3,000	0	3,000
Track and Structures Subtotal		33,320	-13,990	19,330
Signal-Electrical-Communications				
Fiber Optic Cable System	BNS	4,600	-2,700	1,900
Signal System Upgrades	MED	3,400	0	3,400
Signal System Upgrades	MWD	900	-900	0
Signal System Upgrades	UPR	1,300	-1,300	0
Pedestrian Crossing Signalization	System	600	0	600
Gresham Interlocker	RID	7,000	-4,000	3,000
Lake Street Interlocker (North, Northwest, West Lines)	UPR	2,000	-1,000	1,000
Highland Park Crossover	UPR	2,000	-2,000	0
SCADA Control Equipment	MED	600	-600	0
Transmission Line (AC) Replacement	MED	850	-850	0
Randolph Street Ventilation Improvements	MED	750	0	750
Signal and Electrical Improvements	System	430	0	430
Signal-Electrical-Communications Subtotal		24,430	-13,350	11,080

2007 Metra Capital Program

(\$ in \$000s)

CAPITAL ASSET & PROJECT	RR	Budget with Legislative Initiative	Project Reduction	Budget with Current Resources
Support Facilities & Equipment				
Facilities Acquisition, Engineering and Construction	System	14,853	0	14,853
14th Street Yard Upgrades	BNS	500	0	500
Blue Island Yard Improvements	RID	500	-500	0
California Avenue and M19A Yard Upgrades	UPR	1,000	-1,000	0
Electrical Substation Upgrades	MED	1,000	-1,000	0
Crew Facilities	System	600	-600	0
Management Information Systems	System	4,170	-1,750	2,420
Facilities Renewal	System	5,300	-1,500	3,800
Equipment and Vehicles	System	3,405	-1,300	2,105
Support Facilities & Equipment Subtotal		31,328	-7,650	23,678
Stations and Parking				
Downers Grove Station Parking	BNS	565	0	565
Aurora Station Parking	BNS	554	0	554
Station Upgrades	System	500	0	500
Parking at Hanson Park, Galewood, Mars & Mont Clare	MWD	500	0	500
Bartlett Station	MWD	1,500	0	1,500
New 35th Street Station**	RID	1,003	0	1,003
Robbins Station	RID	500	0	500
80th Avenue-Tinley Park Station**	RID	161	0	161
Joliet Station Parking**	RID	577	0	577
Joliet Station Parking	RID	400	0	400
99th Street-Beverly Station	RID	500	0	500
Ogilvie Transportation Center	UPR	3,420	0	3,420
Geneva Station Parking**	UPR	803	0	803
Winnetka Station	UPR	2,300	-1,300	1,000
Platforms and Tactiles (ADA)	System	1,200	0	1,200
ADA Improvements	System	400	0	400
Station Signage	System	150	0	150
Electronic Parking Fee Collection Equipment	System	1,000	0	1,000
Existing Parking Site Acquisition	UPR	1,300	0	1,300
Station and Parking Engineering	System	2,000	-2,000	0
St. Charles Intermodal Parking Structure**	System	903	0	903
Kennedy-King College-Auburn Park Station Feasibility Study**	System	60	0	60
Stations and Parking Subtotal		20,296	-3,300	16,996
Federal New Starts Program****				
Metra Connects: Northwest Line New Start	UPR	3,000	0	3,000
Metra Connects: SouthEast Service New Start	MET	13,000	0	13,000
Metra Connects: STAR Line New Start	MET	25,000	0	25,000
Metra Connects: West Line New Start	UPR	8,000	0	8,000
Federal New Starts Program Subtotal		49,000	0	49,000

2007 Metra Capital Program

(\$ in \$000s)

CAPITAL ASSET & PROJECT	RR	Budget with Legislative Initiative	Project Reduction	Budget with Current Resources
Support Activities				
Homeland Security	System	5,000	0	5,000
Unanticipated Capital	System	1,200	0	1,200
Program Support Engineering	System	4,000	-1,000	3,000
Capital Project Management	System	15,850	0	15,850
Contingencies	System	5,619	-4,268	1,351
Support Activities Subtotal		31,669	-5,268	26,401
CAPITAL PROGRAM		231,392	-60,358	171,034
PREVENTIVE MAINTENANCE		0	60,358	60,358
TOTAL PROGRAM		231,392	0	231,392

Notes:

The "Budget with Legislative Initiative" assumes that all of the Section 5307 Formula Funds are used for capital projects. Under this scenario, it is assumed that any shortfall in the operating budget is made up by a new State funding package.

The "Budget with Current Resources" assumes that all of the Section 5307 Formula Funds are used for Preventive Maintenance.

** Congressionally earmarked funds.

***Federal New Start Funds are a separate type of funding under SAFETEA-LU and can only be used for New Start capital projects.

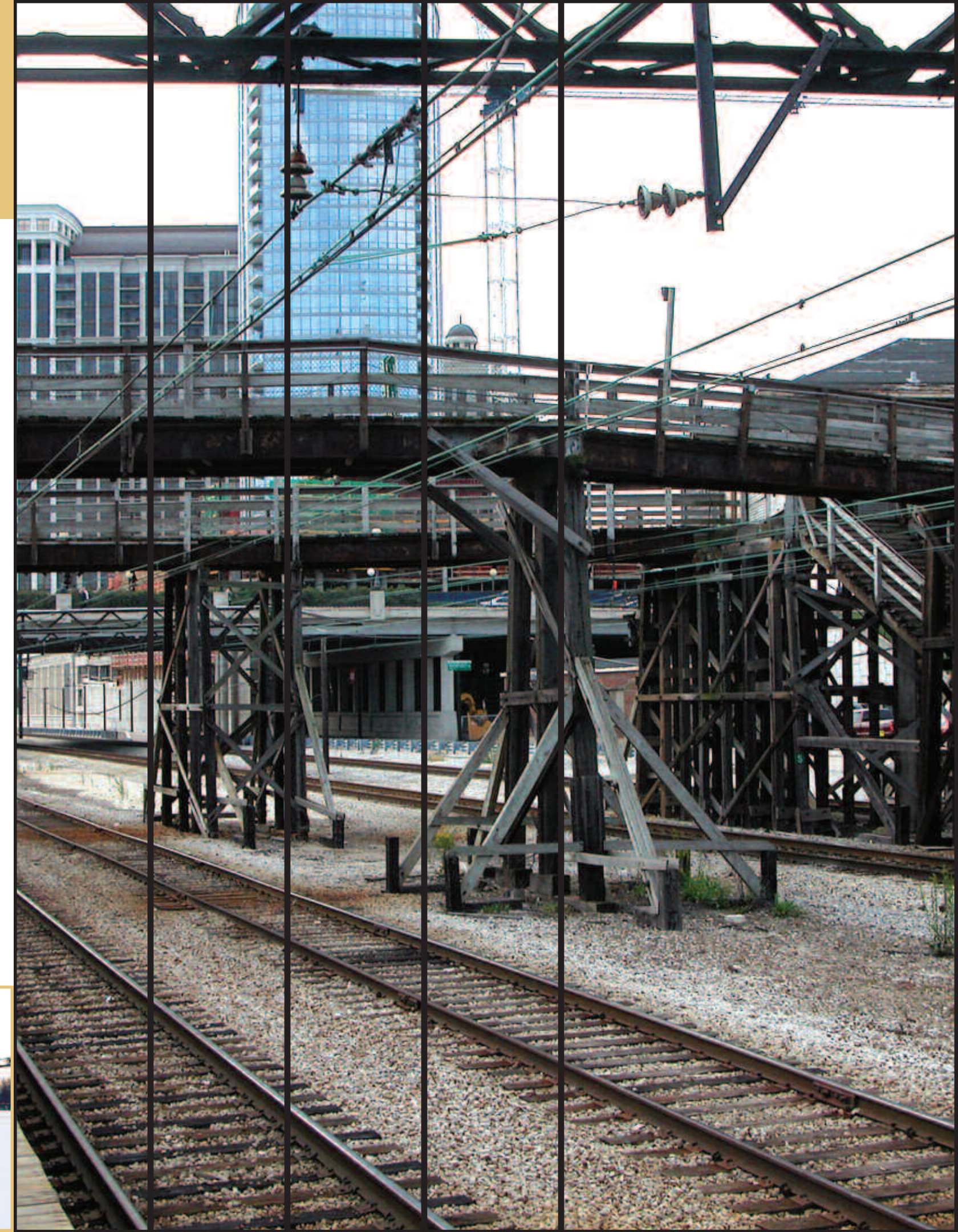
New Start funding for 2007 will start the engineering process. Future-year dollars will be budgeted as Metra moves further through the engineering process.

Subtotals and Total Program may not sum precisely due to rounding to nearest thousand within individual figures.

Abbreviations:

AC	Alternating current	MHC	Metra Heritage Corridor
ADA	Americans with Disabilities Act (1990)	MWD	Milwaukee District
BNS	BNSF Railway	NCS	North Central Service
CDOT	Chicago Department of Transportation	RID	Rock Island District
CMAQ	Congestion Mitigation & Air Quality Program	SAFETEA-LU	Reauthorization of federal transportation program
CREATE	Chicago Regional Environmental & Transportation Efficiency Project	SCADA	Supervisory Control and Data Acquisition System
CUS	Chicago Union Station	STAR	Suburban Transit Access Route
DC	Direct current	SWS	SouthWest Service
HVAC	Heating, ventilating, and air conditioning	System	Metra, system-wide
MED	Metra Electric District	UPR	Union Pacific





Metra Capital Program: 2008-2011 Outyear Component (\$ in \$000s)

CAPITAL ASSET & PROJECT**RR 2008-2011****Rolling Stock**

Locomotive Remanufacturing Program	System	41,600
Rehabilitation of Locomotives	System	15,400
Bi-level Car Rehabilitation	System	47,025
FRA Mandated Window Glazing	System	900
Rehabilitate Commuter Car HVAC Systems	System	1,000
Car and Locomotive Improvements	System	1,975
Locomotive HVAC Improvements	System	700
Traction Motor Rebuilds	System	6,300
Fleet Component Overhaul or Replacement	System	31,500
Radios for Locomotives and Cab Cars	System	1,000
Voice-to-Train Communication System	System	2,000
Maintenance Tracking System	System	4,000

Rolling Stock Subtotal**153,400****Track and Structures**

Track Infrastructure Improvements	System	68,805
Grade Crossing Renewals (Road and Track Surfaces)	System	8,000
Bridges, 59th-60th Streets	MED	5,500
73rd and 76th Street Bridges	MED	5,000
75th and 79th Street Bridges	MED	3,000
Dixie Highway (Homewood) Bridge	MED	2,500
Vollmer Road (Flossmoor-Olympia Fields) Bridge	MED	2,500
Flossmoor Road Bridge	MED	2,500
Sacramento & Spaulding Avenue Bridges	MWD	31,000
Fox River (Elgin) Bridge	MWD	14,000
Montrose Avenue (North Line) Bridge	MWD	1,500
Golf Road (Morton Grove-Golf) Bridge	MWD	9,000
North Branch Chicago R. (Northbrook) Bridge	MWD	1,500
Mud Creek (North Line) Bridge	MWD	1,500
Halsted Street Bridge	RID	3,600
Gresham Area Bridges	RID	7,400
Fox River Bridge (Cary-Fox R. Grove), Northwest Line	UPR	1,500
Bridge Rehabilitation and Closures	System	6,700
Retaining Wall Rehabilitation	UPR	300
Retaining Wall Rehabilitation	System	15,500
Catenary Structure Rehabilitation	MED	3,000

Track and Structures Subtotal**194,305****Signal-Electrical-Communications**

Fiber Optic Cable System	BNS	14,000
Communications-Based Train Control (ETMS)	MED	10,000
Signal System Upgrades	MED	5,500
Communications-Based Train Control (ETMS)	MWD	18,000
Signal System Upgrades	MWD	9,200
Signal System Upgrade, North Line	UPR	5,800
Signal System Upgrades	UPR	500
New Control Equipment, Consolidated Control Facility	System	5,600
Grade Crossing Protection	BNS	800
Grade Crossing Signal Upgrades	UPR	3,700
Crossing Incident Recording Systems	System	1,200
Pedestrian Crossing Signalization	System	4,000
Pacific Junction ("A-5") Interlocker, North & West Lines	MWD	7,700
"B-17" (Bensenville) Interlocker	MWD	4,300
Rondout Interlocker	MWD	600
16th Street Interlocker	RID	2,300
Gresham Interlocker	RID	5,000
Blue Island Interlocker	RID	5,700
Lake Street Interlocker (North, Northwest, West Lines)	UPR	17,000
Highland Park Crossover	UPR	2,000
Impedance Bonds	MED	1,500
Electrical System Upgrades at Substations	MED	8,800
Catenary Wire and Transmission Lines	MED	1,000
Catenary Wire (DC) Replacement	MED	1,500
Transmission Line (AC) Replacement	MED	3,550
Wayside Power Improvements, various yards	System	800
Backup Generator Systems	System	1,000
Signal and Electrical Improvements	System	1,880
Communications Equipment	System	460
Communications System Improvements	BNS	200
Passenger Information Display System	System	3,000
Train Information Management System	System	6,000

Signal-Electrical-Communications Subtotal**152,590****Support Facilities & Equipment**

Facilities Acquisition, Engineering and Construction	System	113,227
14th Street Yard Upgrades	BNS	3,000
KYD Facility Improvements	MED	3,500
Western Avenue Yard Improvements	MWD	3,000
Blue Island Yard Improvements	RID	2,500
Joliet Yard Improvements	RID	14,000
California Avenue and M19A Yard Upgrades	UPR	1,500

Metra Capital Program: 2008-2011 Outyear Component

(\$ in \$000s)

CAPITAL ASSET & PROJECT

Renewal of Yards, Shops and other Facilities	System	1,500
Electrical Substation Upgrades	MED	2,500
Crew Facilities	System	9,000
Fueling Facility Improvements	System	2,000
HVAC Upgrades in Shops	System	1,000
Management Information Systems	System	14,240
Facilities Renewal	System	9,600
Equipment and Vehicles	System	12,345
Support Facilities & Equipment Subtotal		192,912

Stations and Parking

Downers Grove Station Parking	BNS	440
Station Upgrades	System	2,400
New 35th Street Station**	RID	2,215
80th Avenue-Tinley Park Station**	RID	354
Joliet Station Parking**	RID	1,274
115th Street-Morgan Park Station	RID	3,000
Geneva Station Parking**	UPR	1,772
Winnetka Station	UPR	2,300
Platforms and Tactiles (ADA)	System	10,500
ADA Improvements	System	2,800
Station Signage	System	600
Electronic Parking Fee Collection Equipment	System	3,000
Station and Parking Engineering	System	11,200
St. Charles Intermodal Parking Structure**	System	1,994
Kennedy-King College-Auburn Park Station Feasibility Study**	System	133
Stations and Parking Subtotal		43,983

Support Activities

Chgo. Regional Envir. & Transp. Efficiency (CREATE) Project	System	11,800
Capital Project Security	System	100
Homeland Security	System	20,000
Unanticipated Capital	System	4,800
Program Support Engineering	System	12,000
Capital Project Management	System	65,410
Support Activities Subtotal		114,110

TOTAL PROGRAM

851,300

RR 2008-2011

This capital budget anticipates a legislative solution to the current budget shortfalls. In the event no solution is reached, Metra will have to examine the totality of this budget as the outyear uses would need to be reduced by 34% or \$290 million. During 2007, staff will prioritize the projects based on the available dollars so as to have the least negative impact on operations.

** Congressionally earmarked funds.

Note: Subtotals and Total Program may not sum precisely due to rounding to nearest thousand within individual figures.

Abbreviations:

AC	Alternating current
ADA	Americans with Disabilities Act (1990)
BNS	BNSF Railway
CDOT	Chicago Department of Transportation
CMAQ	Congestion Mitigation & Air Quality Program
CREATE	Chicago Regional Environmental & Transportation Efficiency Project
CUS	Chicago Union Station
DC	Direct current
HVAC	Heating, ventilating, and air conditioning
MED	Metra Electric District
MHC	Metra Heritage Corridor
MWD	Milwaukee District
NCS	North Central Service
RID	Rock Island District
SAFETEA-LU	Reauthorization of federal transportation program
SCADA	Supervisory Control and Data Acquisition System
STAR	Suburban Transit Access Route
SWS	SouthWest Service
System	Metra, system-wide
UPR	Union Pacific

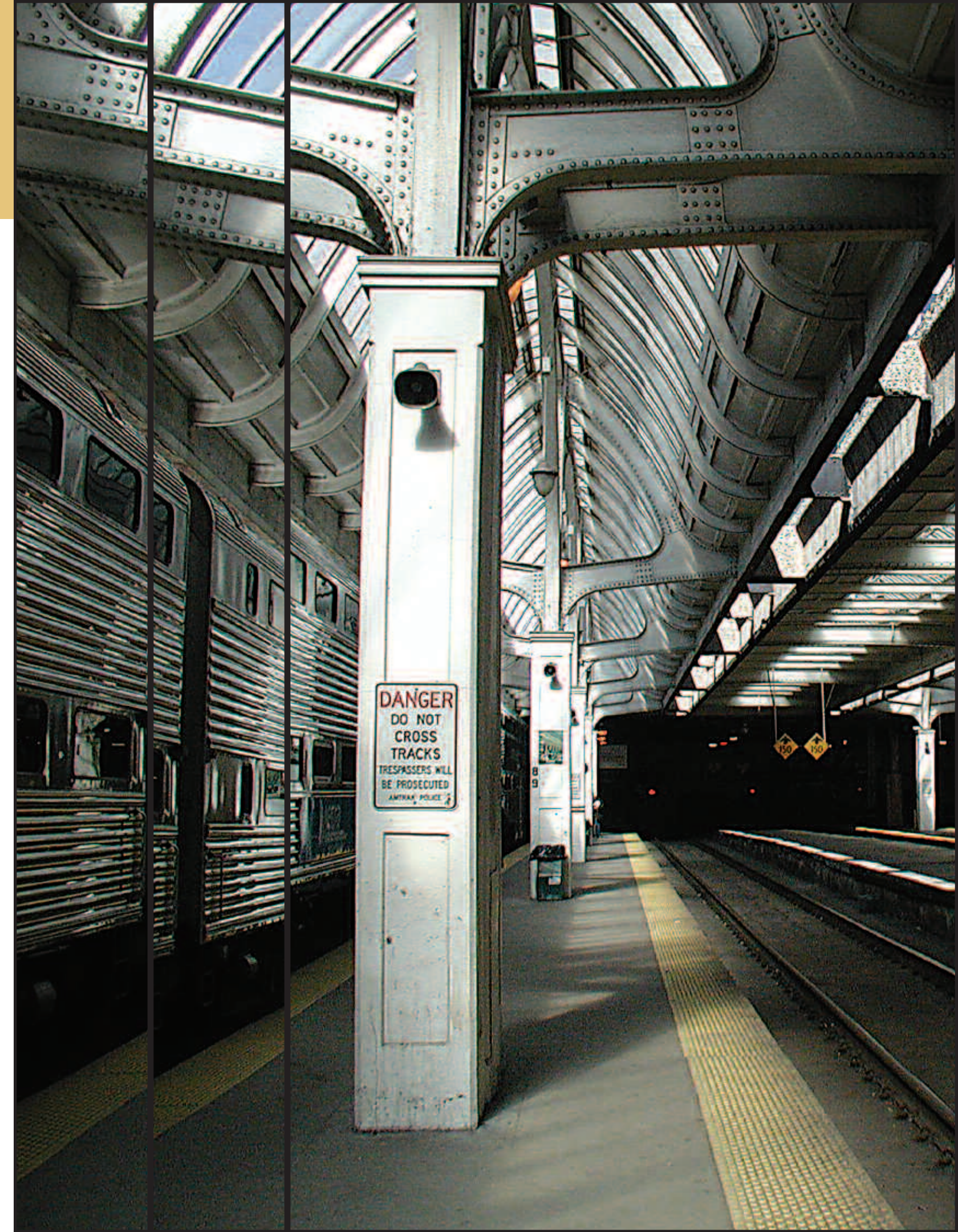
Table 7

2007- 2011 Capital Program Sources

	2007	2008	2009	2010	2011	Totals
Federal						
New Start**	49,000,000	0	0	0	0	49,000,000
Fixed Guideway	62,915,620	66,933,866	70,130,068	73,874,299	77,481,523	351,335,376
Congressional Earmarks	3,506,184	3,798,366	3,944,457	0	0	11,249,007
Formula	60,358,230	65,550,515	69,806,276	74,686,386	79,410,409	349,811,816
Other (CMAQ, STP, et. al.)	1,693,520	2,000,000	2,000,000	2,000,000	2,000,000	9,693,520
Sub-Total	177,473,554	138,282,747	145,880,801	150,560,685	158,891,932	771,089,719
State of Illinois						
IDOT Bonds	0	0	0	0	0	0
Sub-Total	0	0	0	0	0	0
RTA						
Strategic Capital Investment Program Bonds	0	0	0	0	0	0
Sub-Total	0	0	0	0	0	0
Metra						
Metra Capital Funds	48,808,000	56,079,000	57,909,000	59,847,000	61,849,000	284,492,000
Sub-Total	48,808,000	56,079,000	57,909,000	59,847,000	61,849,000	284,492,000
Other Agencies						
Municipal and County contributions	110,880	500,000	500,000	500,000	500,000	2,110,880
Homeland Security	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Sub-Total	5,110,880	5,500,000	5,500,000	5,500,000	5,500,000	27,110,880
GRAND TOTALS	231,392,434	199,861,747	209,289,801	215,907,685	226,240,932	1,082,692,599

**New Start funding for FY 2007 will start the engineering process. Future-year dollars will be budgeted as Metra moves further through the engineering process.





DANGER
DO NOT
CROSS
TRACKS
TRESPASSERS WILL
BE PROSECUTED
AMTRAK POLICE

Physical Description

Carrier/Line	Location of Outlying Terminal	Downtown Chicago Terminal	Number of Stations			Accessible Stations In Illinois			Rolling Stock				Route Miles	
			Illinois	Out of State	Total	Partial	Full	Loco-motives	Trailer Cars	Cab Cars	Electric Propelled	Track Miles		
BNSF Railway	Aurora, IL (Kane Co.)	CUS*	27	0	27	6	13		27	118	52	0	144.0	37.5
Union Pacific	Kenosha, WI (Kenosha Co.)	OTC#	25	1	26	0	21						107.5	51.6
Northwest	Harvard, IL (McHenry Co.)	OTC	21	0	21	3	15						161.1	63.1
West	Elburn, IL (Kane Co.)	OTC	18	0	18	3	14						144.2	43.6
McHenry Branch	McHenry, IL (McHenry Co.)	OTC	1	0	1	1	0						8.0	7.4
Total**			64	1	65	7	48		55	250	63	0	418.2	162.3
South Shore (NICTD)	South Bend, IN (St. Joseph Co.)	Millenium	8	12	20	0	6		0	0	0	78	148.9	90.1
Electric District	University Park, IL (Will Co.)	Millenium	34	0	34	0	14						86.0	31.5
Blue Island Branch	Blue Island, IL (Cook Co.)	Millenium	7	0	7	0	1						5.0	4.4
So Chicago Branch	Chicago, IL (Cook Co.)	Millenium	8	0	8	0	6						11.3	4.7
Total**			49	0	49	0	21		0	0	0	191	102.3	40.6
Heritage Corridor	Joliet, IL (Will Co.)	CUS	6	0	6	0	5		3	9	5	0	78.0	37.2
Milwaukee District	Fox Lake, IL (Lake Co.)	CUS	22	0	22	3	16						97.0	49.5
West	Elgin, IL (Kane Co.)	CUS	22	0	22	1	19						102.8	39.8
Total**			42	0	42	4	32		31	66	85	0	186.4	83.9
North Central Service	Antioch, IL (Lake Co.)	CUS	18	0	18	0	18		5	12	15	0	85.0	52.8
SouthWest Service	Manhattan, IL (Will Co.)	CUS	13	0	13	0	12		5	28	7	0	59.3	40.8
Rock Island District	Joliet, IL (Will Co.)	LaSalle St.	14	0	14	3	10						84.0	40.2
Beverly Branch	Blue Island, IL (Cook Co.)	LaSalle St.	12	0	12	5	4						13.3	6.6
Total**			25	0	25	8	13		18	61	50	0	97.1	46.8
System Totals**			237	13	250	26	164		144	544	277	269	1,251.5	564.8

*CUS=Chicago Union Station, #OTC=Ogilvie Transportation Center

**Totals adjusted to avoid double-counting.

Table 9

Operating & Service Characteristics as of 2006

Carrier/Line	Revenue Trains			Train Miles Jul05 - Jun06	Car Miles Jul05-Jun06	Average Scheduled Speeds			On-Time Performance	
	Weekday	Sat	Sun/Hol			Weekday Peak	Weekday Off-Peak	Weekend/ Holiday	2005 Average	Jan-Jun06 Average
BNSF Railway	94	28	18	945,815	6,721,152	36.0	28.4	29.9	95.5%	96.1%
Union Pacific	62	22	16	689,053	3,795,567	31.0	29.5	29.6	97.4%	98.4%
North	65	24	15	964,411	6,097,697	33.3	30.3	33.5	96.9%	98.4%
Northwest	59	20	18	614,428	3,949,271	29.5	30.8	31.2	94.7%	94.3%
West	186	66	49	2,267,892	13,842,535				96.4%	97.1%
Total	41	21	21	768,639	3,992,406	35.2	37.5	38.6	86.2%	89.5%
South Shore (NICTD)	79	46	20	727,909	3,638,701	24.0	22.9	22.7	98.6%	98.5%
Electric District	37	30	0	147,447	482,869	32.0	29.7	29.4	98.8%	98.6%
Main Line	54	48	20	228,668	894,259	20.2	17.0	19.1	98.7%	98.9%
Blue Island	170	124	40	1,104,024	5,015,829				98.7%	98.6%
So Chicago	6	0	0	57,106	265,121	35.2	--	--	93.1%	93.6%
Total	60	20	18	750,835	4,385,859	32.2	31.0	31.8	94.4%	95.0%
Heritage Corridor	58	24	18	645,833	4,489,453	29.5	27.2	29.8	94.8%	96.2%
Milwaukee District	118	44	36	1,416,668	8,875,312				94.6%	95.6%
North	22	0	0	172,365	1,346,818	32.4	33.5	--	90.2%	95.3%
West	30	0	0	191,784	1,018,097	27.1	27.2	--	94.8%	95.1%
Total	68	20	16	700,314	4,775,676	29.2	26.8	30.3	94.7%	96.7%
North Central Service	735	303	180	7,624,607	45,852,946	31.4	29.0	30.0	95.6%	96.5%
SouthWest Service										
Rock Island District										
System Totals/Averages										

Table 10

Commuter Rail Stations by Fare Zone

ZONE	BNSF		ELECTRIC MAIN LINE		ELECTRIC BLUE ISLAND		ELECTRIC SOUTH CHICAGO		HERITAGE		MILWAUKEE NORTH		MILWAUKEE WEST	
A (0.0-5.0)	CUS*	0.0	Millenium	0.0					CUS*	0.0	CUS*	0.0	CUS*	0.0
	Halsted	1.8	Van Buren	0.8							Western	2.9	Western	2.9
	Western	3.8	Roosevelt	1.4										
			18th	2.2										
			23rd	2.7										
		27th	3.2											
B (5.1-10.0)	Cicero	7.0	47th	5.9			Stony Island	9.1			Healy	6.4	Grand/Cicero	6.6
	Clyde	8.5	53rd	6.5			Bryn Mawr	9.7			Grayland	8.2	Hanson Park	7.7
	LaVergne	9.1	56th	7.0			South Shore	10.3			Mayfair	9.0	Galewood	8.6
	Berwyn	9.6	59th	7.4			Windsor Park	10.9					Mars	9.1
	Harlem	10.1	63rd	7.9			79th	11.5					Mont Clare	9.5
			75th	9.3			83rd	12.0						
			79th	10.0			87th	12.5						
						93rd	13.2							
C (10.1-15.0)	Riverside	11.1	83rd	10.4					Summit	11.9	Forest Glen	10.2	Elmwood Park	10.2
	Hollywood	11.8	87th	10.9							Edgebrook	11.6	River Grove	11.4
	Brookfield	12.3	91st	11.4							Morton Grove	14.3	Franklin Park	13.2
	Congress Park	13.1	95th	12.0									Mannheim	14.0
	La Grange	13.8	103rd	13.0										
	Stone Ave	14.2	107th	13.5										
			111th	14.0										
		115th	14.5											
D (15.1-20.0)	Western Springs	15.5	Riverdale	17.3	State St	15.6			Willow Springs	17.5	Golf	16.2	Bensenville	17.2
	Highlands	16.4	Ivanhoe	18.2	Stewart Ridge	16.0					Glenview	17.4	Wood Dale	19.1
	Hinsdale	16.9	147th	19.0	W. Pullman	16.7					Glen/N.Glenview	18.8		
	W. Hinsdale	17.8	Harvey	20.0	Racine	17.0								
	Clarendon Hills	18.3			Ashland	17.9								
	Westmont	19.5			Burr Oak	18.4								
				Blue Island	18.9									
E (20.1-25.0)	Fairview Ave	20.4	Hazel Crest	22.3					Lemont	25.3	Northbrook	21.1	Itasca	21.1
	Main St	21.2	Calumet	22.8							Lake-Cook Road	23.0	Medinah	23.0
	Belmont	22.6	Homewood	23.5							Deerfield	24.2	Roselle	23.9
	Lisle	24.5	Flossmoor	24.9										
F (25.1-30.0)	Naperville	28.5	Olympia Fields	26.6							Lake Forest	28.4	Schaumburg	26.5
			211th	27.6									Hanover Park	28.4
			Matteson	28.2									Bartlett	30.1
			Richton Park	29.3										
G (30.1-35.0)	Route 59	31.6	University Park	31.5					Lockport	32.9				
H (35.1-40.0)	Aurora	37.5							Joliet	37.2	Libertyville	35.5	National St	36.0
											Prairie Crossing/ Libertyville	39.2	Elgin	36.6
													Big Timber	39.8
I (40.1-45.0)										Grayslake	41.0			
										Round Lake	44.0			
J (45.1-50.0)										Long Lake	46.0			
										Ingleside	47.8			
										Fox Lake	49.5			
K (50.1-55.0)														
M (60.1-65.0)														

* CUS=Chicago Union Station, # OTC=Ogilvie Transportation Center

Commuter Rail Stations by Fare Zone

NORTH CENTRAL SERVICE		ROCK ISLAND MAIN		ROCK ISLAND BRANCH		SOUTHWEST SERVICE		UNION PACIFIC NORTH		UNION PACIFIC NORTHWEST		UNION PACIFIC WEST	
CUS*	0.0	La Salle	0.0			CUS*	0.0	OTC#	0.0	OTC#	0.0	OTC#	0.0
Western	2.9							Clybourn	2.9	Clybourn	2.9	Kedzie	3.6
		Gresham	9.8					Ravenswood	6.5	Irving Park	7.0	Oak Park	8.5
								Rogers Park	9.4	Jefferson Park	9.1	River Forest	9.7
										Gladstone Park	10.1		
River Grove	11.4	95th St	10.9	Brainerd	10.6	Wrightwood	11.2	Main St	11.0	Norwood Park	11.4	Maywood	10.5
Belmont Ave.	13.0	Washington Hts	12.0	91st	11.3	Ashburn	12.6	Davis	12.0	Edison Park	12.6	Melrose Park	11.3
Schiller Park	14.8			95th	11.7			Central	13.3	Park Ridge	13.5	Bellwood	12.6
				99th	12.3			Wilmette	14.4	Dee Road	15.0	Berkeley	14.3
				103rd	12.8								
				107th	13.3								
				111th	13.8								
				115th	14.3								
				119th	14.8								
Rosemont	15.6	Vermont	15.7	123rd	15.2	Oak Lawn	15.2	Kenilworth	15.2	Des Plaines	17.1	Elmhurst	15.7
O'Hare Transfer	17.1	Robbins	17.2	Prairie	15.8	Chicago Ridge	16.8	Indian Hill	15.8	Cumberland	18.6	Villa Park	17.8
		Midlothian	18.4	Vermont	16.4	Worth	18.2	Winnetka	16.6	Mt. Prospect	20.0	Lombard	19.9
						Palos Heights	18.7	Hubbard Woods	17.7				
								Glencoe	19.2				
Prospect Heights	24.0	Oak Forest	20.4			Palos Park	20.3	Braeside	20.5	Arlington Heights	22.8	Glen Ellyn	22.4
		Tinley Park	23.5			143rd	23.6	Ravinia	21.5	Arlington Park	24.4	College Ave	23.8
		80th Ave	25.1			153rd	25.2	Highland Park	23.0			Wheaton	25.0
								Highwood	24.5				
Wheeling	27.2	Hickory Creek	27.5			179th	28.9	Fort Sheridan	25.7	Palatine	26.8	Winfield	27.5
Buffalo Grove	29.5	Mokena	29.6					Lake Forest	28.3			West Chicago	29.8
Prairie View	31.6	New Lenox	34.0					Lake Bluff	30.2	Barrington	31.9		
Vernon Hills	33.0							Great Lakes	32.2				
								North Chicago	33.7				
Mundelein	36.9	Joliet	40.2			Laraway Rd.	35.8	Waukegan	35.9	Fox River Grove	37.3	Geneva	35.5
Prairie Crossing/ Libertyville	40.7									Cary	38.6		
Washington St.	43.9					Manhattan	40.8	Zion	42.1	Pingree Road	41.7	La Fox	40.9
								Winthrop Harbor	44.5	Crystal Lake	43.2	Elburn	43.6
Round Lk Beach	45.9												
Lake Villa	48.2												
Antioch	52.8							Kenosha	51.5	Mc Henry	50.6		
										Woodstock	51.6		
										Harvard	63.1		

Table 11

Forecasted Ridership and Vehicle Miles 2006-2009

		2005 Actual	2006 Year-End Projected*	2007 Forecast	2008 Forecast	2009 Forecast
Passenger Trips						
	BNSF Railway	15,376,000	16,302,000	16,587,000	16,753,000	17,005,000
	Union Pacific	24,683,000	25,655,000	26,265,000	26,528,000	26,926,000
	South Shore	3,989,000	4,563,000	4,643,000	4,690,000	4,760,000
	Electric District	10,753,000	11,692,000	11,896,000	12,015,000	12,196,000
	Heritage Corridor	730,000	770,000	784,000	792,000	804,000
	Milwaukee District	12,296,000	13,264,000	13,496,000	13,631,000	13,835,000
	North Central Service	1,066,000	1,236,000	1,421,000	1,436,000	1,457,000
	SouthWest Service	1,833,000	2,190,000	2,516,000	2,542,000	2,580,000
	Rock Island	9,411,000	10,266,000	10,445,000	10,550,000	10,708,000
	System Total	80,135,000	85,938,000	88,055,000	88,936,000	90,270,000
	Year-to-Year Change		7.2%	2.5%	1.0%	1.5%
Passenger Miles						
	BNSF Railway	354,869,000	377,643,000	384,252,000	388,094,000	393,916,000
	Union Pacific	568,112,000	616,334,000	631,003,000	637,313,000	646,873,000
	South Shore	122,470,000	140,456,000	142,914,000	144,343,000	146,509,000
	Electric District	208,122,000	227,150,000	231,125,000	233,436,000	236,938,000
	Heritage Corridor	19,867,000	21,791,000	22,172,000	22,394,000	22,730,000
	Milwaukee District	299,930,000	326,444,000	332,157,000	335,479,000	340,511,000
	North Central Service	33,095,000	39,443,000	45,352,000	45,805,000	46,492,000
	SouthWest Service	34,059,000	40,904,000	47,003,000	47,473,000	48,185,000
	Rock Island	194,894,000	215,908,000	219,687,000	221,884,000	225,212,000
	System Total	1,835,419,000	2,006,074,000	2,055,665,000	2,076,221,000	2,107,365,000
	Year-to-Year Change		9.3%	2.5%	1.0%	1.5%
Revenue Car Miles						
	BNSF Railway	5,153,000	5,200,000	5,221,000	5,240,000	5,235,000
	Union Pacific	10,215,000	11,430,000	11,467,000	11,508,000	11,494,000
	South Shore	3,330,000	3,477,000	3,484,000	3,495,000	3,488,000
	Electric District	4,535,000	4,633,000	4,637,000	4,652,000	4,643,000
	Heritage Corridor	251,000	263,000	264,000	265,000	265,000
	Milwaukee District	5,725,000	5,822,000	5,834,000	5,855,000	5,849,000
	North Central Service	583,000	1,056,000	1,060,000	1,064,000	1,064,000
	SouthWest Service	545,000	854,000	857,000	861,000	861,000
	Rock Island	2,981,000	3,087,000	3,096,000	3,107,000	3,105,000
	System Total	33,319,000	35,824,000	35,920,000	36,047,000	36,003,000
	Year-to-Year Change		7.5%	0.3%	0.4%	-0.1%

* Based on January-June actuals

Note: Columns may not add exactly to System Totals due to rounding

Table 12

Ridership Related Statistics July 2005 – June 2006

Carrier/Line	Passenger Loads (conductor counts)										Annual Passenger Trips	Annual Passenger Miles	Annual Passenger Revenue*	Avg Rev Per Psngr Trip	Avg Trip Length (miles)
	Weekday Average			Total	Avg Saturday	Avg Sunday	Avg Week								
	Peak	Reverse	Midday					Evening							
BNSF Railway	46,800	2,800	6,100	4,400	60,100	12,500	7,100	320,100	15,623,000	361,754,100	\$41,400,400	\$2.65	23.2		
Union Pacific	20,000	3,900	3,700	2,200	29,800	9,300	5,500	163,800	8,306,700	169,326,900	\$21,157,600	\$2.55	20.4		
Northwest	30,200	2,500	4,800	2,400	39,900	10,100	6,200	215,800	9,632,300	249,596,500	\$27,008,800	\$2.80	25.9		
West	23,600	1,300	3,200	1,900	30,000	7,500	4,700	162,200	7,261,700	160,840,300	\$18,521,400	\$2.55	22.1		
Total	73,800	7,700	11,700	6,500	99,700	26,900	16,400	541,800	25,200,700	579,763,700	\$66,687,800	\$2.65	23.0		
South Shore (NICTD)	10,200	400	2,100	1,000	13,700	5,500	4,000	78,000	4,216,300	130,567,900	\$16,985,400	\$4.03	31.0		
Electric District	26,700	700	4,300	1,800	33,500	7,100	3,200	177,800	9,915,100	200,902,400	\$24,502,500	\$2.47	20.3		
Blue Island	2,300	200	400	100	3,000	700	0	15,700	195,200	3,362,600	\$476,300	\$2.44	17.2		
So Chicago	4,800	400	1,000	300	6,500	2,000	700	35,200	948,100	10,583,200	\$1,443,800	\$1.52	11.2		
Total	33,800	1,300	5,700	2,200	43,000	9,800	3,900	228,700	11,058,400	214,848,200	\$26,422,600	\$2.39	19.4		
Heritage Corridor	2,900	0	0	0	2,900	0	0	14,500	727,400	20,323,800	\$2,035,300	\$2.80	27.9		
Milwaukee District	15,700	2,400	2,500	1,400	22,000	4,100	2,600	116,700	6,504,200	158,511,100	\$18,217,100	\$2.80	24.4		
West	17,200	900	2,100	1,100	21,300	4,600	2,900	114,000	6,066,800	149,969,400	\$16,720,100	\$2.76	24.7		
Total	32,900	3,300	4,600	2,500	43,300	8,700	5,500	230,700	12,571,000	308,480,500	\$34,937,200	\$2.78	24.5		
North Central Service	3,700	100	200	100	4,000	0	0	20,000	1,163,700	36,289,200	\$3,687,300	\$3.17	31.2		
SouthWest Service	7,400	100	600	200	8,200	0	0	41,000	1,952,800	36,364,100	\$4,652,400	\$2.38	18.6		
Rock Island District	30,900	500	3,600	1,100	36,000	3,500	2,300	185,800	9,650,400	201,709,900	\$23,991,000	\$2.49	20.9		
System Totals	242,500	16,000	34,400	17,900	310,800	66,800	39,400	1,660,600	82,163,700	1,890,101,400	\$220,799,400	\$2.69	23.0		

Note: Values rounded to nearest 100. Values less than 50 rounded to nearest 10.

*Includes proceeds from 5% Capital Farebox Financing Program

Ticket Sales by Ticket Type July 2005 – June 2006

Carrier/Line	Monthly	25-Ride	Ten-Ride	Regular One-Way	Conductor One-Way	Weekend	Link-Up	Plus Bus
BNSF Railway	239,400	N/A	338,600	912,800	436,900	226,600	16,400	6,600
Union Pacific North	100,200	N/A	239,400	546,900	594,000	177,500		
Northwest	125,600	N/A	216,200	808,100	642,200	249,000		
West	100,300	N/A	164,700	543,400	369,200	155,700		
Total	326,000	N/A	620,300	1,898,400	1,605,400	582,200	15,100	2,900
South Shore (NICTD)	53,400	15,500	22,400	711,300	604,200	N/A	N/A	N/A
Electric District Main Line	145,300	N/A	184,500	1,164,400	317,100	114,100		
Blue Island	2,600	N/A	3,800	36,700	6,200	1,900		
So Chicago	12,800	N/A	21,600	152,400	30,800	800		
Total	160,600	N/A	209,900	1,353,400	354,200	116,800	13,000	800
Heritage Corridor	13,500	N/A	12,100	11,500	14,300	0	**	**
Milwaukee District North	82,400	N/A	171,700	440,000	464,700	147,300		
West	87,300	N/A	110,600	462,100	425,700	143,000		
Total	169,600	N/A	282,300	902,100	890,400	290,300	19,200	3,900
North Central Service	18,400	N/A	24,000	34,100	99,900	0	300	100
SouthWest Service	34,400	N/A	36,200	53,000	60,600	0	**	**
Rock Island District	155,200	N/A	187,600	583,800	294,200	91,400	9,200	200
System Totals	1,170,400	15,500	1,733,300	6,460,400	4,360,200	1,307,300	73,100	14,500

** Included with Milwaukee District sales.

N/A: Not Available

Note: Columns may not add exactly to System Totals due to rounding



Commuter rail fares on the Metra system are set according to travel between designated fare zones. Fare zones are located at five-mile intervals beginning at each rail line's downtown Chicago terminal. The zone system does not apply to the South Shore fares, which are set by its operator, the Northern Indiana Commuter Transportation District (NICTD).

A base fare is charged for travel within a zone, and increments are added as zone boundaries are crossed. The present base fare is \$1.95, and the incremental charge is \$0.40 or \$0.45 for most zones.

Within the general structure of the zones and one-way fares, an assortment of ticket forms and purchasing methods are designed to allow maximum flexibility in the use of Metra services. Most customers pay their fares prior to boarding, using either a time-limited ticket (i.e. monthly or weekend) or a trip-limited ticket (i.e. one-way or ten-ride). Tickets can be purchased over the counter at stations staffed by agents, by mail (monthly and ten-ride tickets only), from vending machines on the Metra Electric District lines, or via the Internet (monthly and ten-ride). Riders can also purchase their transportation while on-board the train; however, a \$2 service charge is assessed if a ticket agent was on duty at the time and place of boarding. Table 14 presents the pricing formula associated with each ticket type.

In addition to the various ticket types, Metra fares are also classified as full-fare or reduced. Riders eligible for reduced fares include the elderly and persons with disabilities who are in the possession of a RTA special user card (RTA Reduced Fare Card). In addition, children ages seven to 11, students (high school age and below traveling to and from school) and military personnel traveling in uniform are eligible for reduced fares. Children under the age of seven travel for free if accompanied by a fare-paying adult passenger. Table 15 presents the pricing formula associated with special-user fares for each ticket type.

With its substantial price incentive, and the convenience of an unlimited ride "flash" ticket, monthly tickets account for about 62 percent of all passenger trips. Metra's full-fare ten-ride ticket is priced at a 15 percent discount when compared to an equivalent one-way fare rate. Ten-rides account for 22 percent of all passenger trips.

The Regional Rail Ticket Program is another feature of Metra's pricing structure. The program allows holders of monthly and ten-ride tickets to travel on any other Metra line (except the South Shore). However, if a rider desires to travel beyond the fare zone of their original ticket, there is a surcharge of one dollar for the first zone and 50 cents for each additional zone.

Several fare programs are available for riders needing to transfer between Metra and services provided by the CTA and Pace. A \$36-monthly LINK-UP sticker affixes to Metra monthly tickets and is accepted on peak-period CTA service and on most Pace routes. In addition, Pace offers a monthly PLUSBUS sticker for Metra monthly ticket holders that allows unlimited use of the Pace system. Metra provides financial support to all three programs.

Table 14

2007 Adult Fare Schedule

(in dollars)

	Ticket	A	B	C	D	E	F	G	H	I	J	K	M
A	Monthly	52.65											
	Ten-Ride	16.60											
	One-Way	1.95											
B	Monthly	58.05	52.65										
	Ten-Ride	18.30	16.60										
	One-Way	2.15	1.95										
C	Monthly	82.35	58.05	52.65									
	Ten-Ride	25.95	18.30	16.60									
	One-Way	3.05	2.15	1.95									
D	Monthly	93.15	82.35	58.05	52.65								
	Ten-Ride	29.35	25.95	18.30	16.60								
	One-Way	3.45	3.05	2.15	1.95								
E	Monthly	105.3	93.15	82.35	58.05	52.65							
	Ten-Ride	33.15	29.35	25.95	18.30	16.60							
	One-Way	3.90	3.45	3.05	2.15	1.95							
F	Monthly	116.10	105.30	93.15	82.35	58.05	52.65						
	Ten-Ride	36.55	33.15	29.35	25.95	18.30	16.60						
	One-Way	4.30	3.90	3.45	3.05	2.15	1.95						
G	Monthly	126.90	116.10	105.30	93.15	82.35	58.05	52.65					
	Ten-Ride	39.95	36.55	33.15	29.35	25.95	18.3	16.60					
	One-Way	4.70	4.30	3.90	3.45	3.05	2.15	1.95					
H	Monthly	139.05	126.90	116.10	105.30	93.15	82.35	58.05	52.65				
	Ten-Ride	43.80	39.95	36.55	33.15	29.35	25.95	18.30	16.60				
	One-Way	5.15	4.70	4.30	3.90	3.45	3.05	2.15	1.95				
I	Monthly	149.85	139.05	126.90	116.10	105.30	93.15	82.35	58.05	52.65			
	Ten-Ride	47.20	43.80	39.95	36.55	33.15	29.35	25.95	18.30	16.60			
	One-Way	5.55	5.15	4.70	4.30	3.90	3.45	3.05	2.15	1.95			
J	Monthly	162.00	149.85	139.05	126.90	116.10	105.3	93.15	82.35	58.05	52.65		
	Ten-Ride	51.00	47.20	43.80	39.95	36.55	33.15	29.35	25.95	18.30	16.60		
	One-Way	6.00	5.55	5.15	4.70	4.30	3.9	3.45	3.05	2.15	1.95		
K	Monthly	172.80	162.00	149.85	139.05	126.90	116.1	105.30	93.15	82.35	58.05	52.65	
	Ten-Ride	54.40	51.00	47.20	43.80	39.95	36.55	33.15	29.35	25.95	18.30	16.06	
	One-Way	6.40	6.00	5.55	5.15	4.70	4.3	3.90	3.45	3.05	2.15	1.95	
M	Monthly	197.10	184.95	172.80	162.00	149.85	139.05	126.90	116.10	105.30	93.15	82.35	52.65
	Ten-Ride	62.05	58.25	54.40	51.00	47.20	43.80	39.95	36.55	33.15	29.35	25.95	16.60
	One-Way	7.30	6.85	6.40	6.00	5.55	5.15	4.70	4.30	3.90	3.45	3.05	1.95

Table 15

2007 Special-User Fare Schedule

(in dollars)

	Ticket	A	B	C	D	E	F	G	H	I	J	K	M
A	Monthly	35.65											
	Ten-Ride	9.50											
	One-Way	0.95											
B	Monthly	39.40	35.65										
	Ten-Ride	10.50	9.50										
	One-Way	1.05	0.95										
C	Monthly	56.25	39.40	35.65									
	Ten-Ride	15.00	10.50	9.50									
	One-Way	1.50	1.05	0.95									
D	Monthly	63.75	56.25	39.40	35.65								
	Ten-Ride	17.00	15.00	10.50	9.50								
	One-Way	1.70	1.50	1.05	0.95								
E	Monthly	73.15	63.75	56.25	39.40	35.65							
	Ten-Ride	19.50	17.00	15.00	10.50	9.50							
	One-Way	1.95	1.70	1.50	1.05	0.95							
F	Monthly	80.65	73.15	63.75	56.25	39.40	35.65						
	Ten-Ride	21.50	19.50	17.00	15.00	10.50	9.50						
	One-Way	2.15	1.95	1.70	1.50	1.05	0.95						
G	Monthly	88.15	80.65	73.15	63.75	56.25	39.40	35.65					
	Ten-Ride	23.50	21.50	19.50	17.00	15.00	10.50	9.50					
	One-Way	2.35	2.15	1.95	1.70	1.50	1.05	0.95					
H	Monthly	95.65	88.15	80.65	73.15	63.75	56.25	39.40	35.65				
	Ten-Ride	25.50	23.50	21.50	19.50	17.00	15.00	10.50	9.50				
	One-Way	2.55	2.35	2.15	1.95	1.70	1.50	1.05	0.95				
I	Monthly	103.15	95.65	88.15	80.65	73.15	63.75	56.25	39.40	35.65			
	Ten-Ride	27.50	25.50	23.50	21.50	19.50	17.00	15.00	10.50	9.50			
	One-Way	2.75	2.55	2.35	2.15	1.95	1.70	1.50	1.05	0.95			
J	Monthly	112.50	103.15	95.65	88.15	80.65	73.15	63.75	56.25	39.40	35.65		
	Ten-Ride	30.00	27.50	25.50	23.50	21.50	19.50	17.00	15.00	10.50	9.50		
	One-Way	3.00	2.75	2.55	2.35	2.15	1.95	1.70	1.50	1.05	0.95		
K	Monthly	120.00	112.50	103.15	95.65	88.15	80.65	73.15	63.75	56.25	39.40	35.65	
	Ten-Ride	32.00	30.00	27.50	25.50	23.50	21.50	19.50	17.00	15.00	10.50	9.50	
	One-Way	3.20	3.00	2.75	2.55	2.35	2.15	1.95	1.70	1.50	1.05	0.95	
M	Monthly	136.90	127.50	120.00	112.50	103.15	95.65	88.15	80.65	73.15	63.75	56.25	35.65
	Ten-Ride	36.50	34.00	32.00	30.00	27.50	25.50	23.50	21.50	19.50	17.00	15.00	9.50
	One-Way	3.65	3.40	3.20	3.00	2.75	2.55	2.35	2.15	1.95	1.70	1.50	0.95

Significant Changes from Previously Adopted RTA Three-Year Program (Fiscal Years 2006 - 2008)

Fiscal Year 2007 Projections (\$ in 000's)

Program Category	As Adopted in RTA's Three Year Program (2006-2008)	As Currently Proposed	Remarks
Passenger Revenue	\$224,188	\$227,850	The revised revenue projection is higher due to greater than anticipated ridership growth experienced in 2006.
Capital Credits, Leases, etc...	\$56,598	\$57,212	While total revenues in this category are comparatively close, estimated lower Capital Credits are offset by higher projected investment income, and higher lease, advertising, and other revenues.
Total Expense	\$549,618	\$553,986	The proposed expense budget includes higher diesel fuel, electricity, and RTA pension costs than had been anticipated in the previous Financial Plan. Health Insurance and Security costs, while still at high levels, are projected at lower levels than when the Financial Plan was developed. In addition, management has continued to impose lower operating expenses across all areas.



Metra - Metropolitan Rail 2007 Projected Cashflow Summary (\$ in 000's)

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
BEGINNING BALANCE	\$62,352	\$54,583	\$47,647	\$44,979	\$37,413	\$30,555
OPERATING REVENUE	\$23,261	\$21,665	\$22,776	\$22,463	\$23,717	\$24,145
RTA SALES TAX	19,937	21,047	25,354	18,919	19,440	20,803
NEW STATE LEGISLATIVE INITIATIVES	0	0	0	0	0	0
CAPITAL GRANTS:						
FTA	\$8,650	\$8,650	\$8,650	\$8,810	\$9,050	\$9,370
RTA	684	717	992	3,624	4,295	4,520
IDOT	1,335	1,335	1,336	1,335	1,336	1,335
SUBTOTAL	\$10,669	\$10,702	\$10,978	\$13,769	\$14,681	\$15,225
TOTAL CASH RECEIPTS	\$53,867	\$53,414	\$59,108	\$55,151	\$57,838	\$60,173
OPERATING EXPENSES						
	\$47,174	\$45,855	\$47,005	\$45,115	\$46,122	\$45,728
CAPITAL PROJECTS:						
FTA/RTA/IDOT	\$10,669	\$10,702	\$10,978	\$13,769	\$14,681	\$15,225
METRA	3,793	3,793	3,793	3,833	3,893	3,973
TOTAL CASH DISBURSEMENTS	\$61,636	\$60,350	\$61,776	\$62,717	\$64,696	\$64,926
ENDING BALANCE						
	\$54,583	\$47,647	\$44,979	\$37,413	\$30,555	\$25,802

Under the direction of the Regional Transportation Authority, Metra and the region's other transit agencies have developed operating budgets for 2007 that assume New State Legislative Initiative Funds will be received to prevent the need to use Capital funds for operations. Metra's proposed budget and projection of cash flows for 2007 assume that \$60.4 million of such funding will become available. If this funding does not materialize, then Metra will be forced to defer certain capital projects and transfer those moneys to operations.

Metra - Metropolitan Rail

2007 Projected Cashflow Summary

(\$ in 000's)

JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
\$25,802	\$21,829	\$17,861	\$22,526	\$26,864	\$32,959	
\$25,171	\$25,028	\$23,546	\$25,257	\$25,314	\$22,719	\$285,062
20,958	21,390	22,757	21,447	22,810	21,069	255,931
0	0	7,545	7,545	7,545	7,544	30,179
\$8,890	\$9,050	\$8,810	\$10,460	\$10,985	\$10,184	\$111,559
5,420	6,395	5,970	9,642	5,771	4,069	52,099
1,336	1,336	1,336	1,335	1,335	1,335	16,025
\$15,646	\$16,781	\$16,116	\$21,437	\$18,091	\$15,588	\$179,683
\$61,775	\$63,199	\$69,964	\$75,686	\$73,760	\$66,920	\$750,855
\$46,249	\$46,493	\$45,350	\$46,077	\$45,840	\$46,978	\$553,986
\$15,646	\$16,781	\$16,116	\$21,438	\$18,092	\$15,587	\$179,684
3,853	3,893	3,833	3,833	3,733	3,733	45,956
\$65,748	\$67,167	\$65,299	\$71,348	\$67,665	\$66,298	\$779,626
\$21,829	\$17,861	\$22,526	\$26,864	\$32,959	\$33,581	

Commuter Rail Board (Metra) Public Hearings on Proposed Operating and Capital Program and Budget for Fiscal Year 2007.

Notice is hereby given that the Commuter Rail Division of the Regional Transportation Authority (Metra) will hold public hearings on its proposed Operating and Capital Program and Budget for Fiscal Year 2007 (January 1, 2007 to December 31, 2007).

Any person may present views orally at the hearing or by submitting written material at any time, but no later than 24 hours after the conclusion of the hearings on November 2nd, 2006.

Copies of the preliminary Operating and Capital Program and Budget for Fiscal Year 2007 together with the 2008 and 2009 Financial Plan, and Fiscal Years 2007-2011 Capital Program, available for public inspection after October 20, 2006 at the offices of the Metra Board, Room 1300, 547 West Jackson Boulevard, Chicago, Illinois, 60661 and in the offices of the Regional Transportation Authority, 175 West Jackson Boulevard, Chicago, Illinois, 60604. The documents will be available at city and village offices in the six-county Northeastern Illinois region seven (7) days prior to the hearings.

Listed at right are the dates, times and locations of the Public Hearings scheduled.

Metra will provide reasonable auxiliary aids or services necessary to afford an individual with a disability an equal opportunity to participate. Persons requiring assistance are requested to notify Metra of their needs well in advance to provide sufficient time to make these accommodations. Requests for services should be made to Marguerite Gaulding at (312) 322-6753.



Public Hearing Schedule

45

Wednesday, November 1, 2006 - 4-7 p.m.

McHenry County

Woodstock City Hall
City Council Chambers
121 W. Calhoun St.
Woodstock, Illinois

Suburban Cook (North)

Arlington Heights Memorial Library
2nd Floor
500 West Dunton Avenue
Arlington Heights, Illinois

DuPage County

Clarendon Hills Village Hall
Village Board Room
1 N. Prospect Avenue
Clarendon Hills, Illinois

Suburban Cook (South)

Homewood Village Hall
Village Board Room
2020 Chestnut Road
Homewood, Illinois

Thursday, November 2, 2006 - 4-7 p.m.

Lake County

Grayslake Village Hall
Village Board Room
10 South Seymour
Grayslake, Illinois

Will County

Joliet City Hall
East Wing Conference Room
150 West Jefferson Street
Joliet, Illinois

City of Chicago

Metra
547 W. Jackson Blvd.
13th Floor Board Room
Chicago, Illinois

Kane County

Kane County Government Center
Building A, Auditorium (lower level)
719 S. Batavia
Geneva, Illinois



Ordinance No. MET 06-13

46

COMMUTER RAIL BOARD ORDINANCE NO. MET 06-13

BE IT ORDAINED:

- 1. The Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Division") hereby releases the Preliminary 2007 Operating and Capital Program and Budget, the 2008-2009 Financial Plan, and the 2007-2011 Capital Program for Public Hearings and public discussion.*
- 2. The Board of Directors of the Commuter Rail Division also authorizes said Public Hearings to be held in the City of Chicago, Suburban Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County with times and locations as specified in the Legal Notices. This is in compliance with Section 3B.10 of the Regional Transportation Authority Act, (70 ILCS 3615/1.01 et seq.).*

October 13, 2006



County Board Presentations

Cook County

10 a.m., Tuesday, Oct. 17, 2006
Cook County Board of Commissioners
County Building
118 N. Clark Street, 5th Floor
Chicago, Illinois

McHenry County

7 p.m., Tuesday, Oct. 17, 2006
McHenry County Board
County Board Room
667 Ware
Woodstock, Illinois

Will County

9:30 a.m., Thursday Oct. 19, 2006
Will County Board
Will County Board Room
302 N. Chicago Street
Joliet, Illinois

Kane County

9 a.m., Monday, Oct. 23, 2006
Kane County Board Transportation Committee
Kane County Government Center
719 Batavia Avenue, Building A
Geneva, Illinois

DuPage County

10:30 a.m., Tuesday, Oct. 24, 2006
DuPage County Board
DuPage County Administration Building
421 N. County Farm Road
Wheaton, Illinois

Lake County

9 a.m., Tuesday, Nov. 14, 2006
Lake County Board
Lake County Courthouse
Lake County Board Room
18 N. County Street
Waukegan, Illinois

Mass Transit District Presentations

Chicago South Suburban MTD

7 p.m., Wednesday, Oct. 18, 2006
Flossmoor Village Hall
2800 Flossmoor Road
Flossmoor, Illinois

West Suburban MTD

7:30 p.m., Wednesday, Oct. 18, 2006
Western Springs Village Hall
740 Hillgrove Avenue
Western Springs, Illinois



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