



Regional Transportation Authority

300 North State Street
Chicago, Illinois 60610

Transition Board of Directors

John D. Kramer Chairman

Richard W. Austin

Florence Boone

Stuart H. Brody

Clark Burrus

Pastora Cafferty

Albert D. Hosler

Jeffrey R. Ladd

Jacqueline Vaughn

RTA Fact Book

APR

1984

TABLE OF CONTENTS

I. Background.....Page 1

II. Service.....Page 4

III. RTA FY84 Budget Highlights.....Page 14

IV. Service Improvement/Cost Savings.....Page 18

V. Implications of Proposed FY85
Federal Budget.....Page 28

VI. Services and Ridership in
Congressional District 1-15.....Page 40

VII. Operating Subsidies Provided by RTA
in Congressional District 1-15.....Page 41

GRAPHICS

Proposed new RTA structure.....Page 3

Map of six county area.....Page 5

Map of commuter rail lines.....Page 7

Map of suburban bus
service area.....Page 9

Map of CTA service area.....Page 11

Map of paratransit
service areas.....Page 13

RTA operating budget summary.....Page 15

RTA capital budget summary.....Page 17

I. BACKGROUND

The Regional Transportation Authority (RTA) was established by the Illinois General Assembly in 1973 and ratified by region wide referendum in 1974

In November 1983, the Illinois Legislature passed legislation granting the RTA an annual operating subsidy of approximately \$75 million. The state legislation called for a restructuring of the region's transit authority, and the responsibilities of the RTA were divided between a regional board and three service boards: the CTA, which will remain structurally unchanged, and the appointment of a commuter rail board and a suburban bus board.

Regional Board

The 13-member regional board will have the authority for total financial oversight of the services within the region through a defined budget process specified by statute. It will continue to impose the RTA sales tax of 1 percent in Cook County and 1/4 percent in the collar counties. The RTA will continue to have the authority to receive and allocate federal and state operating assistance among the service boards, to borrow for long-term capital and short-term cash needs, to perform centralized services such as joint purchasing, to coordinate services where requested by service divisions, and to establish uniform accounting. The RTA regional board must establish a fare recovery ratio for each service board, the aggregate of which will meet the 50% regional requirement, and will also mediate and arbitrate service disputes between service boards.

Service Boards

The three service boards will operate the region's transit services, either directly or through purchase of service or grant contracts with other public or private

transportation agencies. They will have the power to make fare and service decisions subject to "bottom line" budget review by the RTA and its fare recovery ratio requirement as determined by the RTA per the 50% regional fare recovery ratio established by statute. The service boards will prepare operating and capital budgets and plans for review and adoption by the RTA.

The service boards are authorized to negotiate their own labor contracts. After a service board negotiates a contract, it must price all the provisions, incorporate those costs in a revised budget, and submit it to the regional board for approval. If it is not approved, a new budget must be submitted. Future contracts will have to allow a reopener to adjust the contract if the revised operating budget that first incorporates the cost of the contract is not deemed to be financially sound by the regional board. In addition, no cost-of-living payments based on changes in the CPI will be included in future labor contracts, nor will the contracts prohibit part-time drivers. The labor provisions apply to all service boards, except for those commuter rail workers whose collective bargaining arrangements are expressly defined and preempted by the Federal Railway Labor Act.

Each service board will establish a citizen advisory board to provide public input to the regional board and to each service board.

The nine member interim board has been given the authority to oversee the implementation of the new state legislation. In addition to the financial duties of the authority, the interim board has operating responsibility for the commuter rail and suburban bus systems. The interim board has been entrusted with this responsibility until October, 1984 or until a permanent board is appointed.

PROPOSED NEW RTA STRUCTURE

REGIONAL BOARD
13 members

<p>Responsibilities</p> <p>Review and approve balanced budgets and financial plans for each service board</p> <p>Coordinate services in the six-county area</p> <p>Enforce fare box recovery ratio</p> <p>Receive/distribute state and federal operating funds</p> <p>Review and approve consolidated capital plans</p> <p>Resolve disputes between service boards</p>	<p>Membership</p> <p>5 City of Chicago by the Mayor (including CTA Chairman)</p> <p>4 Suburban Cook County</p> <p>2 Collar counties other than DuPage County</p> <p>1 DuPage County</p> <p>1 Chairman, first one by Governor; thereafter by board from region at-large; Executive Director by Chairman, with consent of board</p>
--	---

SERVICE BOARDS

Chicago Transit Authority
7 members

Suburban Bus Board
12 members

Commuter Rail Board
7 members

<p>4 Mayor, City of Chicago</p> <p>3 Governor</p> <p>Chairman elected by authority members (no change from existing law)</p>	<p>6 mayors appointed by suburban members of Cook County Board,</p> <p>5 mayors appointed by collar county board chairmen;</p> <p>Chairman elected by board (first Chairman by Governor)</p>	<p>1 DuPage County</p> <p>2 Other collar counties</p> <p>3 Suburban Cook County</p> <p>1 City of Chicago</p> <p>Chairman elected by board from members</p>
--	--	--

Responsibilities
(same for all three service boards)

Operate and/or contract for service

Establish service and fare levels

Prepare annual balanced budget and multi-year financial plan for approval by regional board

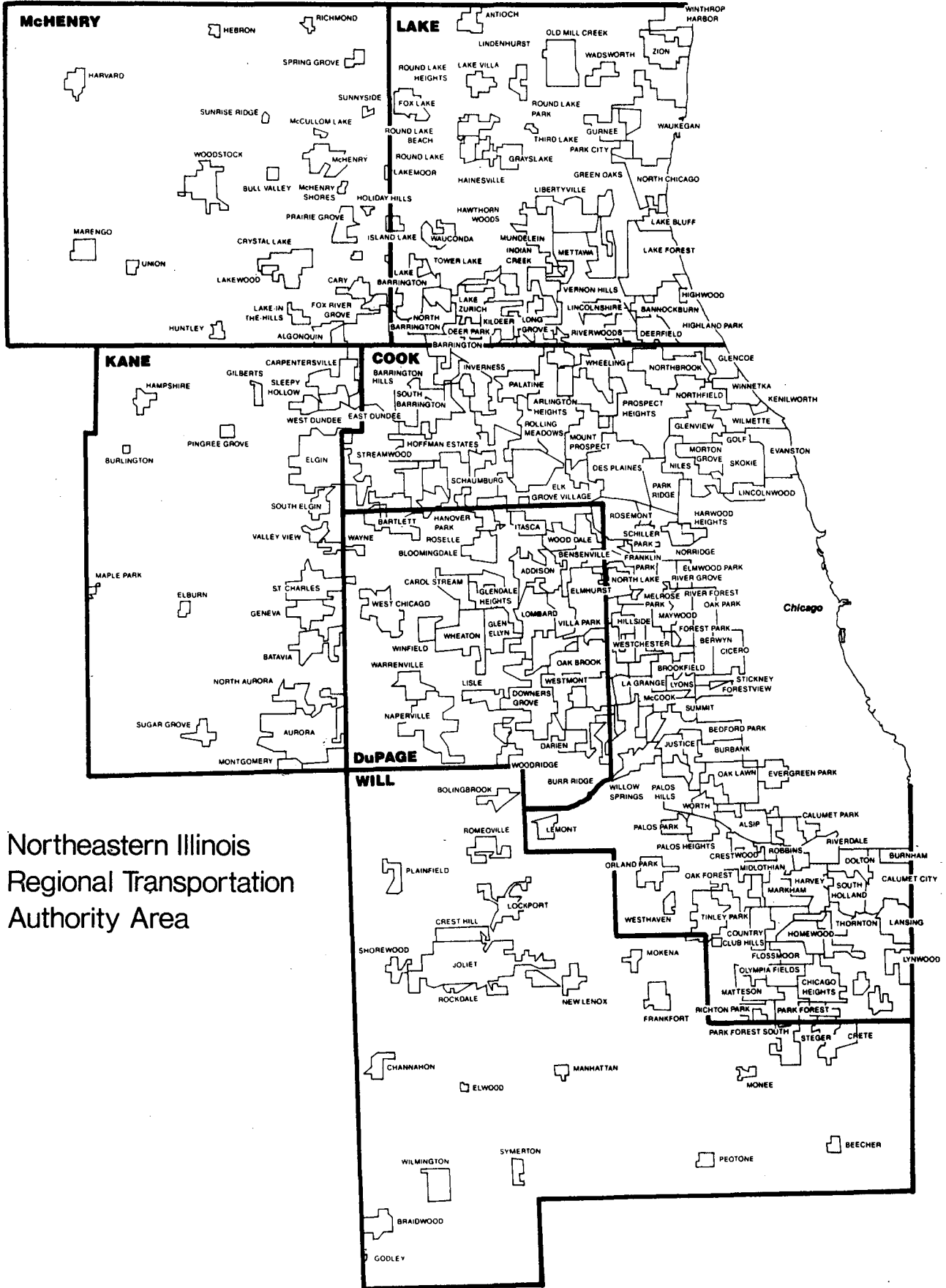
Prepare capital plan for review by regional board

Negotiate certain labor contracts

II. SERVICE

The Regional Transportation Authority serves a 3700 square mile area composed of Cook, DuPage, Kane, Lake, McHenry and Will counties. The region includes 263 municipalities and 122 townships and has over 7.1 million residents.

Public transportation is provided by a network of bus, rapid transit, commuter rail and paratransit systems. This coordinated system has a daily ridership of 2.3 million, making it the second largest mass transit system in the nation. More than 80 percent of the weekday commuters to the Chicago central business district take mass transit, making it an essential life support system for the Midwest's primary business and financial center.



Northeastern Illinois
Regional Transportation
Authority Area

COMMUTER RAIL

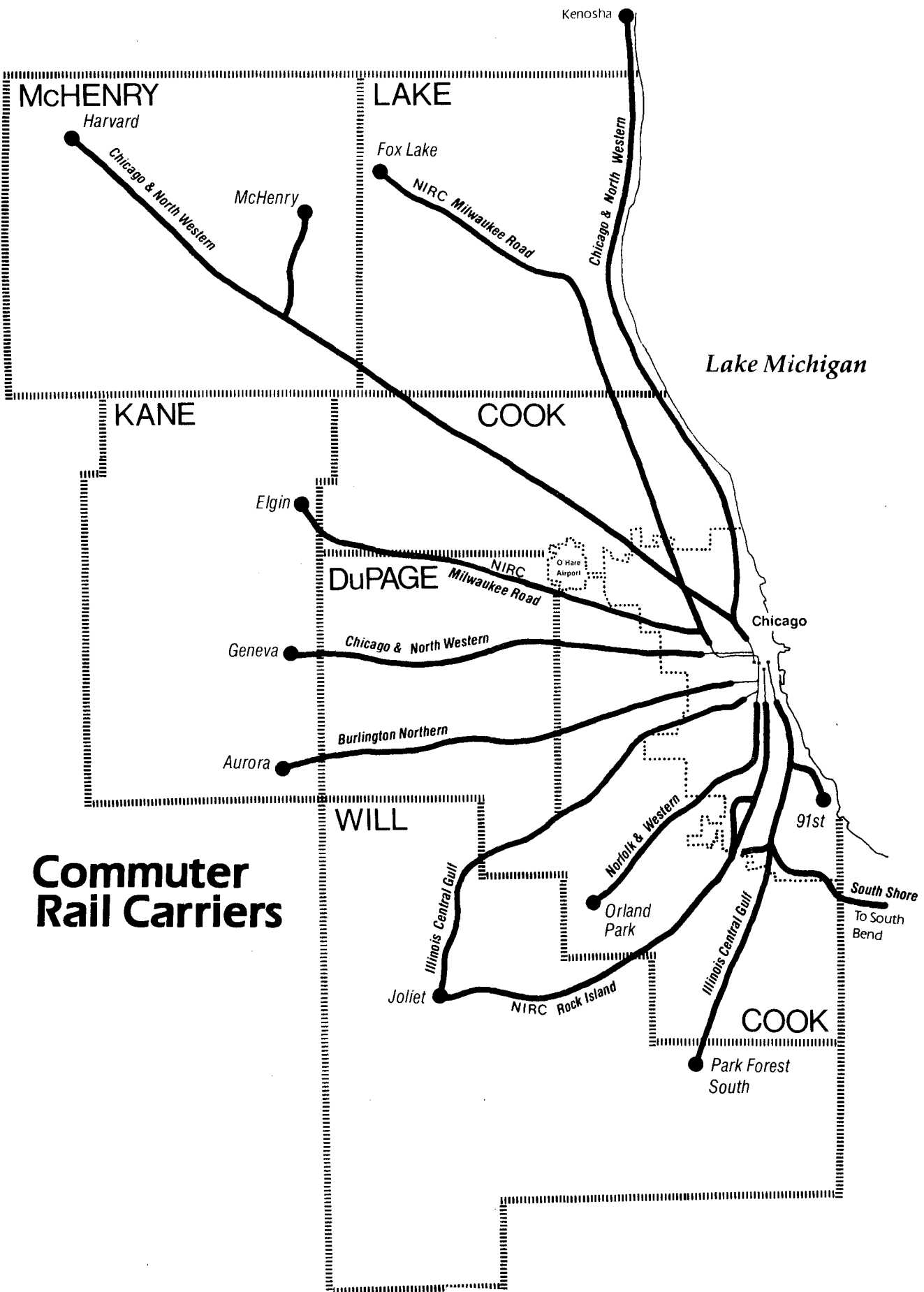
RAILROADS

Burlington Northern
Chicago and North Western
Illinois Central Gulf
Norfolk & Western
Northeast Illinois Railraod Corporation
 Rock Island District
 Milwaukee District
Chicago, South Shore & South Bend*

FACTS

1200 miles of track
100 communities served
240 stations
126 locomotives
696 passengers cars
1049 trains operated per week
91.4% on time performance in 1983
5.0 million riders per month
 \$221,686,000 FY84 operating budget
 \$123,586,000 Farebox revenues
 \$ 98,100,000 RTA funding requirement

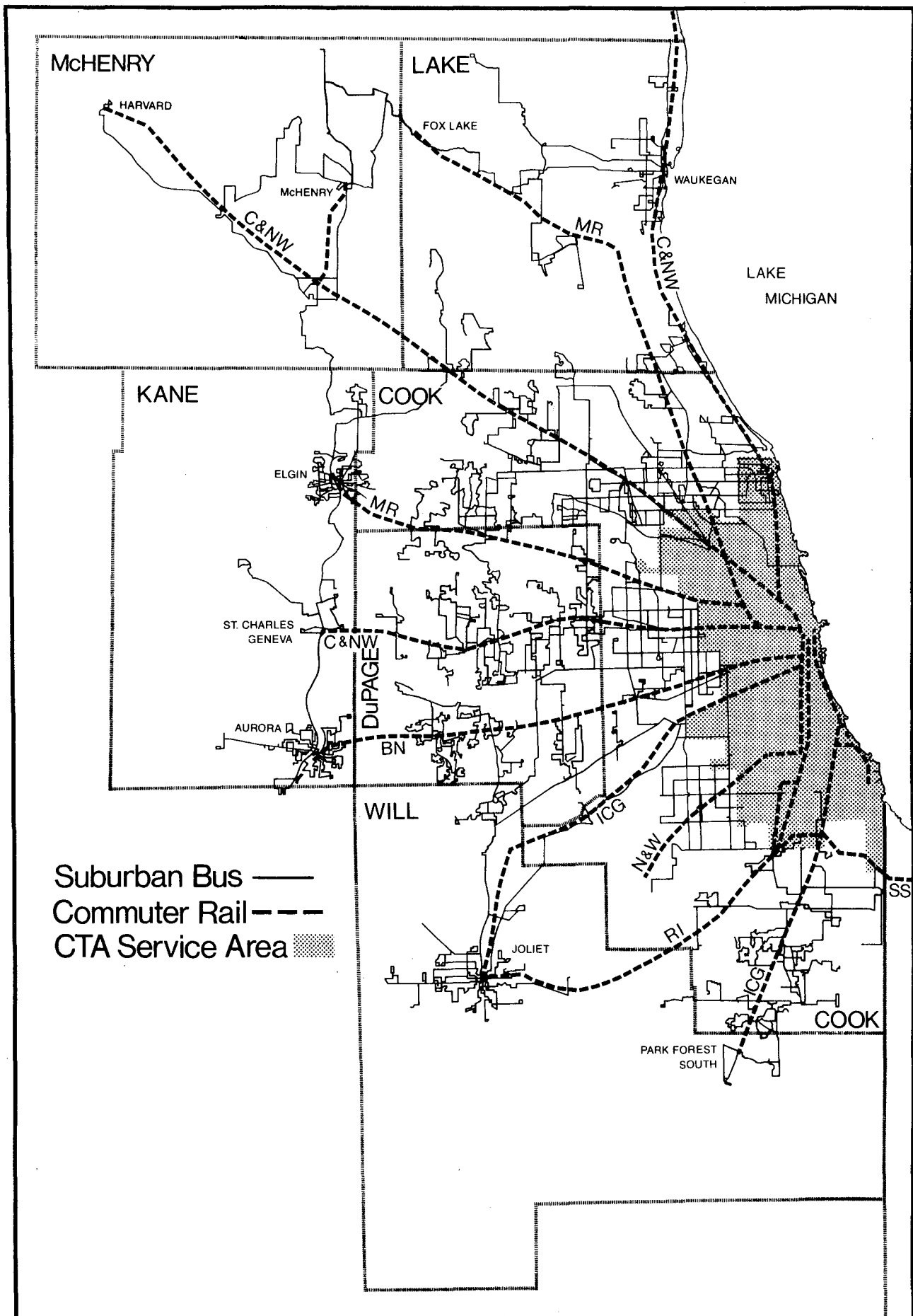
* RTA subsidies 18% of all operating deficits incurred by
Chicago, South Shore and South Bend



Commuter Rail Carriers

SUBURBAN BUS SYSTEMS

10 subsidized carriers
9 contract carriers
3 owned by RTA/managed by ATE Management Co.
1 managed by ATE Management Company
131 routes
87 feeder routes
200 communities served
98 commuter rail & rapid transit stations served
455 vehicles in use during peak periods
2.5 million riders served on an average per month
\$51,326,000 FY84 Operating Budget
\$12,813,000 Farebox Revenue
\$38,513,000 RTA Funding Requirement



C T A

Serves the City of Chicago
& 38 Neighboring Suburbs

RAPID TRANSIT LINES

Congress-Milwaukee

Douglas-Milwaukee

Englewood-Howard

Evanston

Jackson Park-Howard

Lake-Dan Ryan

Ravenswood

Skokie Swift

FACTS:

241 miles of track

142 stations served

1200 Rapid Transit Cars

2200 daily train departures

BUS

133 bus routes

1913 buses operating during peak periods

51.4 million riders per month served

\$561,932,000 FY84 Operating Budget

\$292,228,000 Farebox Revenues

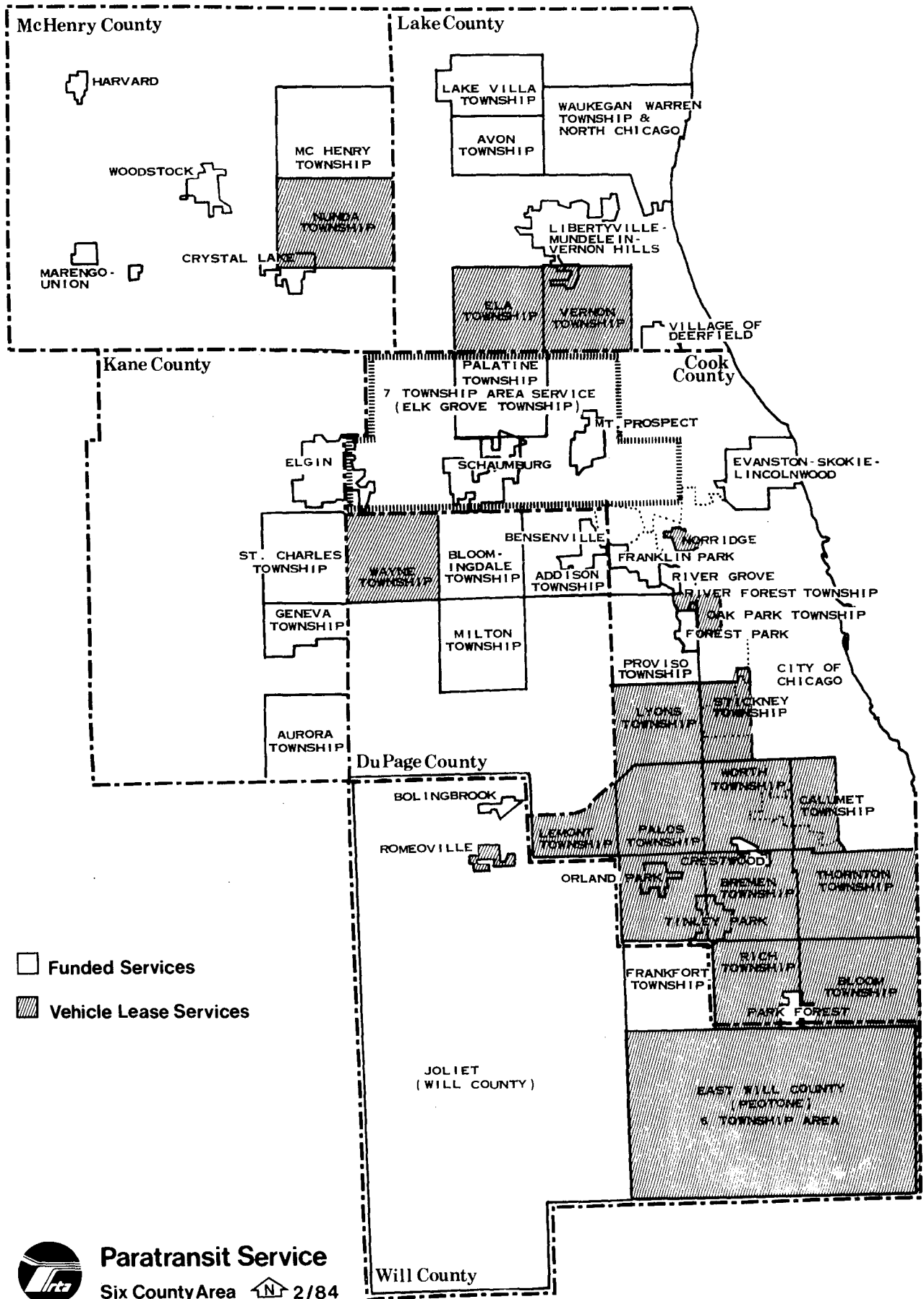
\$269,704,000 RTA Funding Requirement

RTA PARATRANSIT SERVICES

The overall aim of the paratransit program is to develop a regional network of nonconventional services tailored to respond to the local needs of individual communities which will complement the RTA rail and fixed route services. The Paratransit services increase the availability of public transportation options to both the general public and elderly and handicapped persons. These services include dial-a-ride, subscription bus, shared ride taxi services, service coordination efforts for elderly and handicapped persons and ridesharing technical assistance. Paratransit service is particularly appropriate in low-density areas where conventional transportation needs of the elderly and handicapped must be met. Fares range from \$.50 to \$2.50.

The RTA initiated the Paratransit Vehicle Lease Program in FY83 to expand the network of accessible transportation services throughout the region at a time when the availability of operating funds was limited. Under this program, the RTA provides fully insured, small, lift-equipped buses to communities willing to provide operating funds for local transportation services for handicapped and other residents.

32 Funded Services
21 Vehicle Lease Services
235 Municipalities Served
2,400 Square Miles Served of 3,700 Square
Mile RTA Area
81 RTA 1983 15-passenger, Lift-equipped
Fortibuses in Service
28 RTA 1979 15-passenger, Lift-equipped
Superior Buses in Service
55 Taxis and Other Vehicles in Service
670,000 Passengers Served in FY83
1,000,000 Passengers Will be Served in FY84
1,250,000 Service Miles Logged
\$2,100,000 FY84 Operating Budget



Paratransit Service
 Six County Area  2/84

III. RTA FY84 BUDGET HIGHLIGHTS

RTA FY84 OPERATING BUDGET

The RTA's 1984 operating budget placed transit in this region on a sound, long-term financial footing while providing for carefully targeted fare reductions and service improvements.

Major highlights of the budget include:

- o A long-term balance between revenues and expenditures, accompanied by conservative financial assumptions, the establishment of prudent working cash and budgetary balances, and the resolution of the Authority's large existing short-term operating debt.
- o The first system wide commuter rail fare cut in history of the region. A 10% across-the-board reduction, enacted February 1st, will save monthly pass holders from \$49 to \$228 per year depending upon the length of the ride.
- o A working cash balance of \$40.0 million
- o Provides for retirement of the interim financing note and a plan toward eliminating all transit-related debt between government entities including the unpaid debt which the RTA legitimately owes the CTA.
- o A \$25.00 "Link-Up Pass" for riders using suburban feeder bus, commuter rail and CTA feeder bus services.
- o Carefully targeted service improvements.
- o Fare revenues of 50.97% of the projected costs of transportation services.

REGIONAL TRANSPORTATION AUTHORITY

1984 OPERATING BUDGET SUMMARY

BY CARRIER

(000's)

Fiscal Year Ending December 31, 1984

	Commuter Rail	CTA	Suburban Bus	Total Carriers	RTA	TOTAL
REVENUES:						
Transportation System Revenue	\$123,586	\$292,228	\$12,813	\$428,627	\$ -	\$428,627
Regional Sales Tax					306,000	306,000
Public Transportation Fund					94,983	94,983
Federal Operating Grants					58,083	58,083
All other					3,900	3,900
TOTAL REVENUES	\$123,586	\$292,228	\$12,813	\$428,627	\$462,966	\$891,593
EXPENSES:						
Operating Expenses	\$219,324	\$560,532	\$39,615	\$819,471	\$ 14,786	\$834,257
Paratransit			2,153	2,153		2,153
Added Compensation	2,691			2,691		2,691
Centralized Operations			9,358	9,358		9,358
Service Changes	(329)		200	(129)		(129)
Emergency and Associated Capital Grants		1,400		1,400		1,400
Debt Service					1,807	1,807
TOTAL REVENUES	\$221,686	\$561,932	\$51,326	\$834,944	\$ 16,593	\$851,537
PUBLIC FUNDING REQUIREMENT	\$ 98,100	\$269,704	\$38,513	\$406,317		
AVAILABLE FUNDS					\$446,373	
SURPLUS						\$ 40,056
* FAREBOX RECOVERY RATIO	<u>56.39%</u>	<u>52.13%</u>	<u>24.96%</u>			<u>50.97%</u>

RTA FY84 CAPITAL BUDGET

The development of the RTA FY84 Capital Improvement Program is influenced by a number of external factors such as federal and state policy, planning guidelines, and select mandates which assert that various types of capital improvements be given high priority to insure continued eligibility for receipt of federal funding. Working within broad budget constraints, the objective is to achieve a high degree of cost effectiveness for those projects selected.

Achieving this goal requires:

- A careful evaluation of the most critical needs of the region as determined by the RTA with input from the carriers and other external sources;
- A realistic assessment of federal and state funding capabilities; and
- Aggressive support and cooperative actions throughout the year, focused on overcoming various obstacles that would hinder project completion (i.e. delivery of materials, inadequate work forces, availability of equipment, etc.)

The projected \$321.5 million program level and project list does not include either the suburban interstate or City of Chicago Interstate Programs which are funded through federal programs other than UMTA.

RTA 1984 CAPITAL IMPROVEMENT SUMMARY

(millions of dollars)

	<u>FY84 EST.</u> <u>TOTAL COST</u>	<u>FY84 Est.</u> <u>PHASE I</u>	<u>FY84</u> <u>PHASE II</u>
RTA Suburban Bus Program	\$ 35.616	\$ 35.616	\$ 0.000
RTA Commuter Rail Program	<u>93.414</u>	<u>78.564</u>	<u>14.850</u>
Subtotal RTA Suburban Bus & Commuter Rail	<u>\$129.030</u>	<u>\$114.180</u>	<u>\$14.850</u>
RTA/CTA Bus Program	\$ 85.272	\$ 77.211	\$ 8.061
RTA/CTA Rapid Transit	<u>101.198</u>	<u>87.609</u>	<u>16.589</u>
Subtotal RTA/CTA Bus & Rapid Transit	<u>\$186.470</u>	<u>\$161.820</u>	<u>\$24.650</u>
City of Chicago	\$ <u>6.000</u>	\$ <u>3.000</u>	\$ <u>3.000</u>
TOTAL FY84 CAPITAL PROGRAM	<u>\$321.500</u>	<u>\$279.000</u>	<u>\$42.500</u>

SOURCE OF FUNDS

(millions of dollars)

Federal (Section 9/3)	\$217.030
State & Local	<u>61.970</u>
PHASE I	\$279.000

IV. Service Improvements/Cost Savings

Public transportation in northeastern Illinois has made a turnaround. It has achieved financial stability and is slowly gaining in ridership. Substantial financial commitments made last year by the state, the region and the City of Chicago have initiated a renaissance for transit which we are eager to sustain. In an ongoing effort to provide safe, efficient and cost effective transportation to the commuter the following programs/projects/policies have been adopted:

COMMUTER RAIL

Service Improvements

In accordance with RTA's ongoing efforts to meet the needs of its rail commuters, it has restored hourly service on all three Chicago & NorthWestern (C&NW) lines in the early evening; implemented additional midday service on the Northwest and West lines; and provided additional late night Saturday and Sunday service on the North and Northwest lines. The schedule changes will provide better service for C&NW riders and recover some of the ridership lost when services were cut drastically in 1981.

Commuter rail service will be extended 3.9 miles to Almore in Kane County on the Northeast Illinois Railroad Corporation (NIRC)/Milwaukee West Line.

In order to make service as cost effective as possible, certain schedule modifications/reductions have been proposed. These suggested changes are based on reduced ridership levels, although every effort is made to maintain complete service levels through minor schedule adjustments.

Additional measures to improve service include:

- o Purchase of 24 new locomotives for the C&NW; rehabilitation of 5 C&NW locomotives; and replacement of 7 engines on C&NW locomotives.

- o Rail installation on the C&NW between Elmhurst and West Chicago, and between Clybourn and Mayfair stations in Chicago.
- o Installation of 60,000 ties and rehabilitation of 17 roadway crossings on the C&NW.
- o Installation of 6 miles of welded rail and 9000 ties on the NIRC/Rock Island District.
- o Installation of switch heaters and related parts on the Burlington Northern (BN).
- o Crossovers placed in service at Naperville-Lisle together with final surfacing and track lining on the BN.
- o 30 coaches rehabilitated on the NIRC/Rock Island District.
- o Public address systems installed on 141 BN cars and in 7 BN locomotives, with 18 remaining to be done.
- o 8 refreshment cars placed in service on 3 NIRC lines.

Safety measures include:

- o Air brake equipment repairs and overhauls on 88 locomotives and 204 coaches.
- o Biennial rule examinations of train, engine, switch, tower and supervisory personnel completed on the NIRC/Rock Island and Milwaukee Districts.
- o Implemented NIRC Employee Safety Award Program.
- o 32,000 students and 1,050 teachers participated in 1983-84 school safety campaign.
- o 1983 safety poster program placed four posters with monthly theme changes in each commuter coach; developed 1984 safety poster program.
- o Implemented region wide test on both NIRC districts, providing for routine documentation of all incidents where motorists fail to obey crossing signals and gates properly.
- o Implemented pilot companion program to increase public's awareness regarding railroad safety.
- o Completed FRA glazing on 141 BN cars and 25 BN locomotives.

Cost-efficient procedures implemented:

- o Illinois Central Gulf (ICG) and Norfolk & Western (N&W)

equipment moved to Western Avenue (milwaukee District) for routine maintenance and servicing, resulting in savings due to reduced trackage charges, fuel consumption and crew costs.

- o Consolidated commuter railroad radio equipment repair at NIRC's 77th Street ship.
- o Repaired 2 C&NW locomotives for use as work trains, eliminating the need to rent locomotives.
- o Acquired gondolas, flat cars and cabooses as part of Rock Island Trustee buyout; will eliminate cost of renting the equipment.
- o Reduced by 15% the postal charges for Ticket-by-Mail Program.
- o Centralized ticket stock for several commuter rail lines and for Continental Bus.
- o Saved \$83,000 by handling rail ticket production by NIRC.
- o Prepared and distributed specifications for standardization of trainmen's uniform.

Fuel cost efficiencies:

- o Standby power construction (C&NW) Waukegan and Crystal Lake; Fox Lake, Elgin Yard and Spaulding Yard, allowing shutdown of locomotives, thus reducing fuel costs.
- o Converted power house boilers at 47th Street and Western Avenue to large volume general rate to take advantage of rate changes.
- o Repaired boiler dampers at 47th Street.
- o Put into place key-lock auto and truck fuel system on Rock Island and Milwaukee Districts, which eliminates fuel purchases from local stations, allows savings on fuel taxes and provides a system for accounting for fuel usage, allowing better control.

Improvement in employee and public communications:

- o Established a labor/management committee.

- o Established a fare/ridership task force for development of ideas to be implemented to offset decline in ridership.
- o Initiated several incentive programs to increase ridership and to attract partrons who do not use commuter rail regularly.

SUBURBAN BUS

Service Improvements

A total of \$200,000 is budgeted for service improvements on the suburban bus system. While the proposed improvements will cost more than this, it is expected that savings from the reduction/elimination of lightly used services will offset the balance. Of particular note is the provision of new rush hour service to the Clearing Industrial District in South Cook County (expanding employment opportunities for residents in the corridor) and additional feeder bus routes to commuter rail stations in Mt. Prospect, Wheaton and Hinsdale for commuters.

Approximately 100 service changes have been made to improve service to the public. These include time changes, minor route adjustments, scheduling connections, and adding buses and/or modifying bus stops to relieve overcrowding and for added convenience and safety.

Additional service improvements will include more frequent service on some lines, addition of Saturday and/or Sunday service to others, and the extension of service with additional a.m. or p.m. trips for other bus routes. Some routes will be realigned in order to avoid duplication between CTA and suburban bus routes to better serve the riders.

Cost Efficiencies

The RTA's Bus Division has implemented many cost savings programs in the suburban bus system, illustrated by the following examples:

- o Installed centralized purchasing for carriers for brake drums, motor oil, freon, anti-freeze, batteries and brake linings for an annual savings of approximately \$100,000.

- o Developed route reductions in FY83 which amounted to a cost savings of \$179,000, and \$400,000 in FY84.
- o Acquired Suburban Transit and South Suburban Safe-Way Lines. Public ownership by RTA resulted in annual savings of \$370,000.
- o Purchased air starters and a cyclone interior bus cleaner which provide total operating savings of \$80,000.
- o Established in-house facility for repair of electronic fareboxes and radios at annual savings of approximately \$125,000.
- o Obtained unsold outside bus space for RTA messages regarding monthly pass program with estimated annual value of \$36,000.
- o Established computerized inventory system at NORTRAN and implemented program at Oak Lawn and West Towns resulting in reduced investment and improved inventory control.
- o Began rehabilitation of bus fleet owned by the Chicago South Suburban Mass Transit District and operated by Transit Management of Harvey. Rehabilitation extends the life of the bus for about one-half the cost of a new bus.

Other measures taken to improve service, maintenance operations, safety and employee productivity were as follows:

- o Joined American Public Transit Association (APTA) and Urban Mass Transportation Administration (UMTA) in effort to improve maintenance training.
- o Developed Preventative Maintenance Program (PM) for bus maintenance, which should result in reduced service interruptions, fewer road calls and extended life for equipment.
- o Established criteria and began developing statistical data for route analysis, which is basis for improvements, cutbacks and discontinuances.

- o Installed Department of Transportation (DOT) medical qualifications for drivers, resulting in fewer accidents, claims and improved safety for the public.
- o Established systems to monitor and control accidents and absenteeism.
- o Began development of program for consideration by carriers to implement management techniques (including quality circles) to improve employee productivity.

CHICAGO TRANSIT AUTHORITY

Service Improvements

While there is no room in the current budget for an expansion of CTA service, except for the completion of the rapid transit line to O'Hare Airport, fares will be kept constant in 1984 and current service levels will be maintained. Through capital improvements, adjustments to service schedules and management innovations, enhancements will be made to the quality of that service and its safe operation.

CTA service is constantly monitored and studied to identify shortcomings in service performance. Service data is collected and judged against performance guidelines. This analysis indicates where modifications in service should be made through schedule adjustments, changes in stop frequency and/or route reconfigurations. The intent of these modifications is to improve the quality of performance while maintaining the same service level.

Management Innovations

- CTA is constantly developing new management techniques to improve the performance of its employees. For example:
- o Recently CTA implemented the Employee Safety/Performance Program (ESPP) which is based on the concept of employee quality circles.
 - o CTA annually conducts bus and rail "Rodeos" in which operators compete in a controlled setting to determine the best operating employees.
 - o Another program, called "Day in CTA", rewards operating employees who have demonstrated good performance by paying them a day's wages and by providing the opportunity to meet personally Transportation managers, CTA's Executive Director and CTA board members.
 - o Sensitivity programs to improve employee behavior towards passengers are currently receiving additional emphasis.

These programs result not only in safer improved service to the rider, but in savings to the CTA in millions of dollars in claims and related costs. The CTA absenteeism rate of 6% is well below the national average and is one of the lowest, if not the lowest, amongst comparable transit systems. In three out of the last four years, including 1983, Transportation personnel have posted the safest year on record for traffic and passenger accidents.

Capital Improvements

CTA's substantial, ongoing capital improvement program is designed to maintain, rehabilitate and replace transit vehicles and facilities to ensure an adequate and safe provision of service. These projects have the added benefit of lowering operating maintenance cost, while providing improved service for the rider.

- o Delivery of 300 new rapid transit vehicles will be completed this year... 300 more to be ordered.
- o Acquisition of 200 new buses will be completed...343 more recently ordered.
- o Reconstruction of one subway station...renovation of another...to begin this year.
- o Design work on rehabilitation of Loop Elevated stations proceeding.
- o Station public address systems will be installed and operational by mid year.
- o Bus garage at Kedzie completed.
- o Bus garage at 103rd and Stony Island scheduled to begin construction.
- o Acquisition of electronic fareboxes to provide needed efficiencies and added security for the collection of dollar bills.
- o Rehabilitation of the Jackson Park Elevated which involves the rehabilitation and modernization of the structure and stations as well as the construction of a new terminal station at Dorchester Avenue.

- o Connection of the Howard rapid transit line to the Dan Ryan line to expand carrying capacity, improve service reliability and reduce inefficient non revenue service.
- o Implementation of the plans to construct the Southwest Rapid Transit Line which will provide high speed service to the southwest side of Chicago, the only section of the city which lacks such service.
- o Opening of the final leg of the rapid transit extension from Jefferson Park to O'Hare Airport is expected this summer, adding service between the River Road station and O'Hare terminal.

V. Proposed Federal Budget

While the passage of the Surface Transportation Assistance Act of 1982 (STAA) has proved a strong base to upgrade our present mass transit system, the Administration's proposed FY85 budget jeopardizes our ability to continue the same level of service. Our primary concerns regarding the budget are directed toward the following:

- o The proposal to cut operating assistance by 50 percent for the nation's largest and most transit dependent cities.
- o The effective reduction in funding for Section 9 capital programs below that authorized in the STAA.
- o The proposal to limit funding for Interstate Transfer transit projects to only 64 percent of the authorized amount.

Operating Assistance

The Administration's budget proposes a significant reduction in Federal mass transit operating assistance, including a recommendation that funding levels for cities over 1,000,000 be cut in half. If implemented, this reduction would upset the hard-won financial stability recently achieved in Northeastern Illinois after three years of financial crises.

Between 1980 and the beginning of 1984, due to a shortfall in anticipated local and federal public funding, Chicago transit was forced to take several major steps to cut costs and increase revenues:

- o In 1981 the region raised fares by more than 50 percent. The commuter railroads were socked with a 100 percent increase. Chicago at that time had the highest fares in the country. The region continues to have one of the highest schedules of fares and farebox to expense ratios (above 50 percent) in the nation.
- o In 1981 and 1982 service at CTA, which carries 88 percent of the region's ridership, was cut by 8 percent. Service on the rest of the RTA system was reduced by 4 percent.

- o Between 1980 and 1984 the Chicago mass transit labor force bore the brunt of the expense economies through layoffs and contractual renegotiations. CTA staff levels have been reduced by 9 percent or 1,200 employees. Commuter rail and suburban bus employment has been cut by 13 percent or 632 employees. Labor unions ratified new labor agreements which saved the Authority approximately \$230 million. Recently CTA employees ratified an agreement which will save the CTA an additional \$40 million in 1987.
- o In 1981 a major part of the suburban bus system was shut down and, when started up again, operated at significantly reduced service levels through 1982.
- o To meet its funding obligations, the RTA was forced to borrow \$175 million in working cash.
- o To keep the CTA from a shutdown, the City of Chicago in 1981 granted the Authority \$20 million.

These actions represented a joint effort and significant sacrifices on the part of management, labor unions, local governments and Chicago mass transit riders to maintain transit service at levels necessary to provide an adequate flow of commuters essential to the economic activity of the region. However, the service reductions and fare increases, coupled with the economic recession, caused a severe drop in ridership -- 28 percent on commuter rail, 23 percent on suburban bus and 12 percent on the CTA. It became too expensive for many workers to commute by transit to their jobs. A number were forced to find work closer to home and were thus permanently lost as riders on the transit system. Others were forced back to their automobiles, thereby adding to highway congestion and environmental pollution. The service cuts and fare increases especially impacted the Chicago central business district by making it less accessible to both workers and shoppers.

It is clear that if federal funding is reduced, the State, which continues to face severe budget constraints, will be unable to cover the difference. Local funding sources have also been pushed to their limits. While we believe our current financial situation is a stable one, it is very tight and unable to accommodate any major federal funding reductions beyond the 20 percent cut from the 1982 level which Congress adopted in the STAA. In short, the Administration's proposal to cut an additional 50 percent from the already reduced levels could only undercut hard-won stability, devaluing the substantial contribution made by riders, taxpayers, labor and management. A return to instability would undermine economic recovery not just in Chicago but throughout the Midwest.

The Administration believes a reduction of operating assistance will make transit systems more efficient and cost effective. Given the economies, fare increases and increased state and local funding commitments that have been made over the past few years, it is apparent that Chicago does not lack any motivation to be more efficient and cost effective. In fact, the region was recently mandated by state law to maintain a 50 percent fare revenue to expense ratio. Rather than motivating us to make additional efficiency improvements, reductions in operating assistance will significantly destabilize a financial balance that has taken years to achieve and force us to provide less than adequate service at a greater fare cost than the average rider can bear. We can assure you we will continue to implement additional cost cutting measures whenever and wherever it is feasible and prudent without jeopardizing service to our transit riders. We, therefore, urge Congress to maintain its essential commitment to transit operations by continuing the current level of federal operating assistance.

Given the federal deficit outlook, these are difficult times for making funding decisions. In order to stretch existing dollars as far as possible, it is important to allow maximum flexibility for their use. Congress adopted this approach in several provisions of the STAA, including a provision making certain parts for rolling stock eligible as a capital item. As a method for easing funding limitations additional flexibility might be provided by exploring further refinements to the definition of capital.

Capital Funding

The proposed UMTA budget appears to increase capital assistance by approximately \$200 million above the FY 1984 appropriated amounts. However, this is achieved at the expense of operating assistance. The additional capital formula funds are provided by lowering the cap on operating assistance and shifting the freed up funds to the capital portion of Section 9. Assuming that operating assistance is not cut, capital assistance in 1985 will actually drop by \$125 million below the 1984 level. In fact, proposed Section 9 funding is \$560 million below the amount authorized in the STAA. Without full appropriation of the authorization, capital funding will fall significantly short of meeting the national capital funding need. However, even if the authorizations are fully appropriated, anticipated federal capital assistance to northeastern Illinois coupled with local matching funds will still be significantly below the capital needs of the Chicago region and the other major urban centers of the nation with large existing transit systems.

The capital need of the Chicago metropolitan region is estimated at approximately \$375-\$400 million per year. Assuming the region is allocated its historic share of the Section 3 Discretionary Program and the authorizations are fully appropriated for Section 3 and Section 9, Chicago will

receive approximately \$255 million in federal capital funds or \$325 million when local matching funds are included, forcing a deferral of \$50-\$75 million in capital expenditures. The Administration's budget will result in a further shortfall of \$50-\$60 million. Thus, the region will be forced to defer a total of between \$100-\$135 million per year in needed capital expenditures. A few deferral examples will illustrate the problem.

A continued lack of capital funding at CTA will maintain a slowdown in the rate of bus replacement in the nation's oldest large city bus fleet. The rate of replacing rapid transit cars, which were converted from streetcars in the 1950's, will be slowed to a point where a substantial number will still be in operation well beyond their economic life. The operating cost of maintaining these old bus and rail vehicles in safe operating condition will skyrocket. The replacement of bus garages, which are converted trolley car barns dating from the early 1900's will also be slowed. The poor condition of these facilities limits CTA's capacity to perform adequate vehicle maintenance in a cost efficient manner. Also, the lack of indoor vehicle storage at the anticipated garages requires an excess consumption of fuel to idle bus engines during the cold winter months.

The RTA commuter rail system is in need of extensive funding for the rehabilitation of bridges, many of which were constructed in the early part of the century. Any deferral of funding will result in a substantial increase in maintenance costs from limited operating funds and an increase in future capital costs. The renovation of 19th century commuter rail repair, receiving and storage yards throughout the system has been initiated, but will require large capital investments in the next several years to

complete the work which has already begun. The replacement of overaged and deteriorated system components such as interlockers, right-of-way structures and electrical, communications and signal systems will also require significant capital funds if the rebuilding process needed to stabilize the existing system is to continue. These capital investment requirements illustrate just a few of the needs to be addressed in order to ensure a safe, efficient and reliable commuter rail system for our riders.

Unless there is at least full funding of the authorized amounts for Section 3 and 9 programs, the Chicago transit system as well as other large urban areas will be forced to defer more and more important capital projects. Such deferment not only makes it difficult to provide adequate service, but also drives upwards operating costs necessary to maintain obsolete vehicles and facilities in safe operating condition. As the transit infrastructures of the nation's older urban centers continue to age, many systems including Chicago will be experiencing capital maintenance and rehabilitation requirements of unmanageable proportions.

Section 3 Allocation

The Administration's budget proposes full funding of the Section 3 discretionary program which is authorized at \$1.1 billion in 1985. However, the funding of the Section 9 formula program well below the authorized amounts has significantly increased competition for Section 3 funds and made the allocation of those funds a central issue.

Since 1979 the Section 3 program has been divided by appropriation legislation between three major categories: Rail Modernization, Bus Modernization and New Rail Starts and Extensions. As one of the eight "old" rail systems, the

Chicago region has primarily benefited from the Rail Modernization allocation and only secondarily from the Bus Modernization allocation. Chicago has never received New Rail Start funding. The Chicago region's capital needs have been and will continue to be seriously underfunded. Approximately 62 percent of the need is for rail projects. Therefore, any attempt to reduce the historic level of funding for Rail Modernization will be of grave concern to Chicago. Pressure for such a reduction is being caused by an increase demand for New Rail Start capital assistance.

Historically the New Rail Start allocation has been approximately 18.5 percent of the funds appropriated for the three major Section 3 categories. In 1984 that share jumped to 35 percent, while the share for Rail Modernization dropped from 54 percent to 48 percent. The increased share for New Rail Starts is being generated by extensive new rail development. A recent report issued by the American Association of State Highway and Transportation Officials indicates that 23 new fixed guideway or rail systems are either under construction or planned for development within the next ten to twelve years. Twelve of those systems received Section 3 funding earmarked in the 1984 transit appropriation legislation. Plans for extensive rail systems in Los Angeles and Houston are of greater magnitude. The Los Angeles' rail project alone could annually consume over \$300 million of Section 3 funding. That would represent over 75 percent of the current New Rail Start allocation of \$400 million. It seems obvious that as new rail system development progresses, federal funding needs will far exceed the present Section 3 funding distributions.

Chicago, which has the second largest transit rail system in the country, is well aware of the significant transportation and economic benefits that a rail system can provide an urban

area. We, therefore, recognize and support the interests of other urban areas to add a rail component to their current transit systems. However, the construction of new rail systems must be tempered by the limited availability of federal funding. The size of the Section 3 New Rail Start allocation cannot continue to grow without taking funds away from rail modernization. The allocation of Section 3 funds must recognize not only the need for new rail systems, but also the unfunded maintenance and modernization needs of the old rail systems that have been serving our urban centers for almost one century. These systems serve 70 percent of the nation's total ridership. As Ralph Stanley, the UMTA Administrator, recently stated, "We have a responsibility to maintain (existing) rail systems where significant capital investments have been made. I want a "hold harmless" funding (policy) to arrest the deterioration and meet the maintenance needs of older systems." Those needs will become readily apparent when UMTA completes, this year, its congresssionally mandated rail modernization study. This study will be the first comprehensive and objective third party review of the deteriorating condition of existing rail transit operations.

Chicago has encouraged the transit industry through the American Public Transit Association to resolve the Section 3 allocation issue by adopting an allocation policy which it can recommend to Congress. The industry has adopted and submitted to Congress a policy that is predicated on full funding of both Section 9 and Section 3 programs. We will continue to encourage the industry to develop a policy recommendation that addresses Section 3 funding when appropriations fall short of the authorized amounts.

One alternative to alleviating the growing demand for Section 3 funds is for Congress to increase the Section 3 funding authorization to match the revenues collected from

the 1 cent gas tax. Section 3 is authorized at \$1.1 billion and its gas tax funding source is generating \$1.3 billion in the Mass Transit Account of the Highway Trust Fund. It seems very logical that monies dedicated to mass transit should be fully utilized for that purpose. We fully support an increased authorization and a subsequent full appropriation. We also urge full appropriation of Section 9. Such actions would represent a significant step towards achieving the investment needed to maintain our nation's economically vital transit infrastructure.

Interstate Transfer

Chicago is also seriously concerned about the Administration's proposed funding reduction for the Interstate Transfer Transit Program 15 percent below last year's appropriated amount and 36 percent below the authorized level. If implemented, the lower funding will impair Chicago's ability to make maximum use of the funds the federal government is obligated to give to the region for transit improvements.

When the City of Chicago and State of Illinois embarked upon their Interstate Transfer agreement in 1979 by designating the Crosstown Expressway, the event was considered to be a milestone in the region's transportation history. Rather than being committed to construction of the Crosstown Expressway, the City and State were able to develop a unique strategy to enhance the transportation infrastructure of northeastern Illinois. This was particularly important to the City's public transit system and its riders. Through a regionwide planning process, guiding principles were selected which held that the Interstate Transfer program funds were to be reserved for the most cost effective system improvements which met four major goals:

- increasing system capacity and quality of service
- increasing operating efficiency
- upgrading critically deficient system elements
- completing missing links in the transit system.

A comprehensive package of projects was developed to fulfill these goals. The projects ranged from winterization of the CTA system and purchase of high-capacity articulated buses to the exciting opportunity to renovate our historic loop elevated line and construct a new transit line into the Southwest Corridor, the only major section of the City which still lacks rapid transit service.

One of the most significant aspects of the Interstate Transfer program as initially formulated was its capacity to escalate with the cost of the construction index so that the originally envisioned project scopes could remain viable. With the passage of the STAA, however, the escalation factor was removed and a fixed cost ceiling was established. The impact of this change upon the transit program was immediate and significant. In order to assure completion of Interstate Transfer Transit projects within the allotted amounts (\$609 million for the City/CTA and \$67 million for the State of Illinois/RTA suburban region), the regional agencies have had to severely rescope and even eliminate projects from the program. Over \$224 million worth of projects (in federal dollars) had to be cut from the program with consequent sacrifice of many needed improvements such as rehabilitation of commuter railroad bridges, construction of pedestrianways and new transit facilities in downtown Chicago, increased security at transit stations, and minimal improvements to our antiquated subway system. The key projects which remain have been pared down to a "lean and mean" level of efficiency, yet even their successful completion depends heavily upon sufficient funds being available at the proper time.

The availability of Interstate Transfer funds sufficient to continue our transit projects is truly a critical issue. In the preceding five fiscal years, FY 1979-1983, transit funding averaged only \$32 million per year. In 1984, the available federal funds reached \$98 million. Beginning in

1985, in order to stay on schedule, approximately \$150 million per year will be required as major projects such as the Southwest Transit corridor, Loop Elevated rehabilitation and Howard/Dan Ryan route improvements are all under construction. With large projects of these types, the timely availability of funds is particularly important as even small schedule slippages can result in major cost increases due to escalation.

The largest component of the region's Interstate Transfer Transit program is the extension of the CTA rapid transit system through Chicago's Southwest Corridor. Bus ridership in this currently bus-only corridor is higher than any bus-only corridor in North America. Bus movement on congested corridor streets during the peak hours is very slow and contributes to the vehicle congestion within the central business district.

When in operation, the new rail line will serve 119,000 passengers per day which is comparable to the ridership of other CTA rail corridors and heavily used rail lines in other areas. It is also expected that 28,000 people will be diverted from their automobiles to the new rail service. Only 15 businesses and three dwellings would be displaced by the project. Given its projected cost, \$53.3 million per mile, and projected ridership level, the southwest rapid transit line is one of the most cost effective heavy rail projects in the nation. Its cost effectiveness and ability to be completed with available Interstate Transfer money will be jeopardized, however, if federal funds are not allocated to Chicago in a timely fashion.

The Administration's proposed FY 1985 budget calls for a national appropriation of only \$250 million for Interstate Transfer Transit funding. This is not only dramatically under the \$390 million cap permitted by the STAA but is even lower than the \$295 million which was appropriated for 1984.

The issue of lower appropriations is complicated by an effective reduction in the transit formula entitlement for Chicago which has been diluted from what would have been a 55.585 percent share to a current 46.2 percent share as a result of additional Interstate withdrawals made the past year. The resultant reduction in transit funds for Chicago at exactly the moment when increased levels are most critically needed, could be crippling to the ability of Chicago to complete even its reduced level concept program. We believe that it is vitally important that the Congress both authorize and appropriate a maximum level of Interstate Transfer Transit funding in FY 1985.

Conclusion

Federal funding for operations and capital will continue to be an essential part in this effort to preserve and strengthen the transit system in the six-county area, one of the major economic centers of the Midwest and which is pivotal to the nation's economic vitality. Federal funding, particularly in light of the state's and region's strong financial commitment, is a sound investment which will generate jobs and sustain our nation's economic recovery and growth. The future of mass transit is dependent on this melding of local, state and federal funding support. As our economy continues to grow, public transportation will play an even more vital role in providing the means by which the wage earner can travel to the work site by a convenient and economic means of transit. Cooperation between the economic sector and the public transportation agency will be vitally important if the shifting trends of the marketplace and workplace are to be accommodated. Even though we are faced with grave concerns regarding mass transit today, we are moving forward to keep pace with the needs that will have to be met in five, ten, fifteen years -- and beyond.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 1st CONGRESSIONAL DISTRICT OF ILLINOIS

1.	<u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
	<u>Illinois Central Gulf</u>	1979	1983
	18th Street	48	19
	23rd Street	333	171
	27th Street	137	77
	47th Street	39	18
	53rd Street	928	427
	55th/57th St.	796	533
	59th Street	1152	513
	63rd Street	124	109
	67th Street	27	24
	75th Street	23	61
	79th Street	77	70
	83rd Street	139	46
	87th Street	62	41
	91st Street	53	30
	95th Street	39	17
	103rd Street	72	17
	Stony Island	160	175
	Bryn Mawr	245	153
	South Shore	448	349

2. CTA

Rapid Transit

Lake/Dan Ryan
Howard/Englewood/Jackson Park

Bus

32 routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Continental Air Transport	1	
Transit Management of Harvey	2	
Transit Management of Oak Lawn	$\frac{1}{4}$	8162

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Chicago OSCH/Dial-A-Ride (Mobility Limited)	352

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
 REGIONAL TRANSPORTATION AUTHORITY
 IN THE 2nd CONGRESSIONAL DISTRICT OF ILLINOIS

1. <u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
	1979	1983
<u>Rock Island Main Line</u>		
95th St. (Longwood)	61	27
99th St. (Longwood)	52	24
Washington Heights	61	80
Givens	46	27
 <u>Rock Island-Suburban Branch</u>		
Brainard	311	123
111th St./Morgan Park	1,030	766
115th St./Morgan Park	329	215
 <u>South Shore</u>		
Hedgewisch	653	1,018
 <u>Illinois Central Gulf-Electric</u>		
107th Street	33	18
111th Street	76	46
115th Street	1,079	840
137th Street (Riverdale)	935	747
Ivanhoe	1,855	1,529
147th Street	1,369	990
Harvey	2,166	1,229
Hazel Crest	809	610
 <u>Illinois Central Gulf (Blue Island Branch)</u>		
State Street	129	51
Steward Ridge	121	48
West Pullman	121	57
Racine Avenue	98	41
Ashland Avenue	292	166

Illinois Central Gulf
(So. Chicago Branch)

Average Daily Boardings
1979 1983

Windsor Park (75th St.)	375	266
79th St./Cheltenham	372	232
83rd Street	539	417
87th St./So. Chicago	321	211
91st St./So. Chicago	912	635

2. CTA

Rapid Transit

Howard/Englewood/Jackson Park

Bus

26 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Transit Management of Harvey	12	
Transit Management of Oak Lawn	<u>1</u>	
	13	14,673

4. Paratransit

Chicago OSCH/Dial-A-Ride
(Mobility Limited)

Average Daily Ridership (FY83)

352

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
 REGIONAL TRANSPORTATION AUTHORITY
 IN THE 3rd CONGRESSIONAL DISTRICT OF ILLINOIS

<u>1. Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Illinois Central Gulf-Electric</u>	1979	1983
Calumet	850	764
Homewood	2367	1607
 <u>Illinois Central Gulf-Blue Island Br.</u>		
Burr Oak	480	350
Blue Island	544	393
 <u>Norfolk & Western</u>		
Western Avenue	16	19
Landers	141	130
Ashburn	339	244
Oak Lawn	606	443
Chicago Ridge	226	227
 <u>Rock Island</u>		
Gresham	76	49
Vermont Street	920	679
Robbins	48	27
Midlothian	894	864
Oak Forest	1138	1019
Tinley Park	1213	910
 <u>Rock Island-Beverly Br.</u>		
91st St/Beverly	627	478
95th St/Beverly	1039	722
99th St/Beverly	730	614
103rd St/Beverly	1432	1085
107th St/Beverly	447	435
119th St/Blue Island	437	424
123rd St/Blue Island	131	65
Prairie St/Blue Island	113	79

2. CTA

Bus

19 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Illinois School Bus Co.	1	
Gresham Bus	2	
Continental Air Transport	1	
Transit Management of Harvey	11	
Transit Management of Oak Lawn	6	
	<u>21</u>	11,853

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Chicago OSCH/Dial-a-Ride (Mobility Limited)	352
Crestwood Dial-A-Ride (General Public)	836

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
 REGIONAL TRANSPORTATION AUTHORITY
 IN THE 4th CONGRESSIONAL DISTRICT OF ILLINOIS

1. <u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Burlington Northern</u>	1979	1983
Aurora	1,031	834
<u>Illinois Central Gulf-(Diesel)</u>		
Lockport 5th St.	19	26
Lockport	65	55
Joliet	161	106
<u>Illinois Central Gulf-(Electric)</u>		
Flossmoor	1,786	1,273
Olympia Fields	280	265
211th Street	1,706	796
Matteson	1,057	1,080
Richton	1,690	1,140
<u>Rock Island</u>		
Mokena	371	382
New Lenox	313	301
Joliet	342	193

2. CTA

No service for 4th district.

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY 83)</u>
Greshman Bus Company	4	
Joliet Mass Transit District	11	
Transit Management of Harvey	14	
City of Aurora	13	
City of Elgin	<u>1</u>	
	43	15,559

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Aurora Township, Dial-A-Ride (Mobility Limited)	104
Bolingbrook, Dial-A-Ride (Elderly & Handicapped)	65
Frankfort Township, Dial-A-Ride (General Public)	26
Joliet HEPT, Will County, Dial-A-Ride (Mobility Limited)	302
Park Forest, Dial-A-Ride (General Public)	298

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
 REGIONAL TRANSPORTATION AUTHORITY
 IN THE 5th CONGRESSIONAL DISTRICT OF ILLINOIS

1.	<u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
	<u>Burlington Northern</u>	1979	1983
	Cicero	558	276
	Clyde	208	131
	Lavergne	271	235
	Berwyn	1,097	852
	Harlem Avenue	695	680
	Brookfield	858	708
	Congress Park	151	129
	<u>Illinois Central Gulf</u>		
	Halsted Street	4	2
	Brighton Park	15	3
	Glenn	106	51
	Summit	58	44
	Willow Springs	82	84
2.	<u>CTA</u>		
	<u>Rapid Transit</u>		
	Douglas Service		
	<u>Bus</u>		
	31 bus routes		

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Transit Management of West Towns	9	
Joliet Mass Transit District	1	
Transit Management of Oak Lawn	4	
Our Town Bus Company	<u>1</u>	
	15	18,458

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Chicago OSCH/Dial-A-Ride (Mobility Limited)	352

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 6th CONGRESSIONAL DISTRICT OF ILLINOIS

<u>1. Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Chicago & Northwestern-Northwest</u>	1979	1983
Dee Road	621	397
Des Plaines	2091	1145
Cumberland	981	685
Mount Prospect	2936	2146
 <u>Chicago & Northwestern-West</u>		
Elmhurst	2068	1521
Villa Park	1562	1289
Lombard	1686	1418
Glen Ellyn	2506	1971
College Avenue	975	838
Wheaton	2167	1770
 <u>Milwaukee Road-West</u>		
Bensenville	802	439
Wood Dale	698	518
Itasca	655	444
Medinah	294	194
Roselle	2571	1455
Schaumburg	*	480

*New station

2. CTA

CTA bus

6 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Commuter Bus System	25	
West Towns	2	
Westway Coach	4	
Bensenville	2	
Our Town Bus Company	1	
Nortran	16	
DuPage Motor Coach	4	
Naperville	1	
	<u>55</u>	23,055

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Bensenville Dial-A-Ride (General Public)	85
Milton Township Dial-A-Ride (Elderly & Handicapped)	18
Schaumburg Dial-A-Ride (General Public)	214
Bloomington Dial-A-Ride (General Public)	44
Elk Grove Township-Shared Ride Taxi (Elderly & Handicapped)	71
Addison Township-Shared Ride Taxi (Elderly & Handicapped)	41
Mount Prospect-Shared Ride Taxi (Elderly & Handicapped)	46

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 7th CONGRESSIONAL DISTRICT OF ILLINOIS

<u>1. Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Burlington Northern</u>	1979	1983
Union Station	22,845	18,545
Halsted Street	73	35
Western Avenue	285	116
 <u>Chicago & Northwestern-North</u>		
Northwestern Station	11,385	8,437
 <u>Chicago & Northwestern-Northwest</u>		
Northwestern Station	20,394	13,737
 <u>Chicago & Northwestern-West</u>		
Northwestern Station	12,915	10,770
Kedzie	91	42
Oak Park	479	344
River Forest	131	127
Maywood	117	87
Melrose Park	173	101
Bellwood	338	248
 <u>Illinois Central Gulf-(Diesel)</u>		
Union Station	612	499
 <u>Illinois Central Gulf-Electric</u>		
Randolph St./So. Water	16,519	
Van Buren Street	6,942	
Roosevelt Road	649	
	<u>24,110</u>	<u>17,384</u>
 <u>Milwaukee Road-North</u>		
Union Station	8,387	5,805
Western Avenue	581	294

Milwaukee Road-West

Average Daily Boardings
1979 1983

Union Station
Western Avenue

9,502 6,548
581 294

Norfolk & Western

Union Station

1,885 1,437

Rock Island

LaSalle Street

12,724 10,286

2. CTA

Rapid Transit

Lake Street Service
Ravenswood Service
Congress Service
Milwaukee Service
Eglewood/Jackson/Howard Service

Bus

25 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Transit Management of Harvey	1	
Nortran	2	
West Towns	13	
Continental Air Transport	1	
	<u>17</u>	23,242

4. Paratransit

Average Daily
Ridership (FY83)

Chicago OSCH Dial-A-Ride (Mobility Limited)	352
Forest Park Dial-A-Ride (Elderly & Handicapped)	27
Proviso Township Dial-A-Ride (Elderly & Handicapped)	70

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 8th CONGRESSIONAL DISTRICT OF ILLINOIS

<u>1. Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Chicago & Northwestern-North</u>	1979	1983
Clybourn	1,078	382
 <u>Chicago & Northwestern-Northwest</u>		
Clybourn	1,078	382
Irving Park	345	185
 <u>Milwaukee Road-North</u>		
Healy	448	226
Grayland	171	78
 <u>Milwaukee Road-West</u>		
Hermosa	228	101
Cragin	232	111
Hanson Park	159	54
Galewood	333	202
Mars	158	75
Mont Clare	439	314
Elmwood Park	779	466
River Grove	382	222

2. CTA

Rapid Transit

Milwaukee Avenue. Service

Bus

18 routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Nortran	2	
West Town	$\frac{6}{8}$	12,433

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Chicago OSCH Dial-A-Ride (Mobility Limited)	352
River Grove Dial-A-Ride (General Public)	49
Franklin Park Dial-A-Ride (General Public)	31

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 9th CONGRESSIONAL DISTRICT OF ILLINOIS

1. Commuter Railroad Average Daily Boardings

<u>Chicago & Northwestern</u>	1979	1983
Rogers Park	724	464
Main Street	845	481
Evanston (Davis St.)	1,110	565
Central Street	1,068	771
Wilmette	1,483	1,175

Milwaukee Road-North

Golf	227	131
------	-----	-----

2. CTA

Rapid Transit

Skokie Swift
Evanston Service
Ravenswood Service
Howard/Englewood/Jackson Park

Bus

26 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Niles	1	
Nortran	15	
Wilbus	3	
	<u>19</u>	16,552

4. Paratransit

Average Daily
Ridership (FY83)

Chicago OSCH Dial-A-Ride (Mobility Limited)	352
Evanston-Skokie Dial-A-Ride (Wheelchair Users)	15

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 10th CONGRESSIONAL DISTRICT OF ILLINOIS

1. Commuter Railroad Average Daily Boardings

<u>Chicago & Northwestern</u>	1979	1983
Kenilworth	700	444
Indian Hill	488	356
Winnetka	921	673
Hubbard Woods	553	511
Glencoe	903	748
Braeside	387	301
Ravinia	432	366
Highland Park	1,417	970
Highwood	368	230
Fort Sheridan	401	311
Lake Forest	999	644
Lake Bluff	348	307
Great Lakes	119	76
North Chicago	227	175
Waukegan	876	567
Zion	130	81
Winthrop Harbor	13	21

Chicago & Northwestern-Northwest

Arlington Heights	3,851	2,764
Arlington Park	1,969	1,430

Milwaukee Road-North

Glenview	1,874	1,218
Northbrook	1,681	1,213
Deerfield	1,722	1,185
Lake Forest	265	193
Rondout	36	17
Libertyville	1,084	702

2. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Wilbus	3	
Nortran	12	
Waukegan	10	
Highland Park	4	
Westway Coach	4	17,794

3. Paratransit

Average Daily
Ridership (FY83)

Deerfield Shared Ride Taxi (Elderly & Handicapped)	4
Libertyville Shared Ride Taxi (General Public)	62
Waukegan Dial-A-Ride (Mobility Limited)	78
Mount Prospect-Shared Ride Taxi (Elderly & Handicapped)	46

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 11th CONGRESSIONAL DISTRICT OF ILLINOIS

1. <u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Chicago & Northwestern-North</u>	1979	1983
Ravenswood	562	307
 <u>Chicago & Northwestern-Northwest</u>		
Jefferson Park	804	441
Gladstone Park	106	81
Norwood Park	458	218
Edison Park	685	393
Park Ridge	1,639	908
 <u>Milwaukee Road-North</u>		
Mayfair	135	53
Forest Glen	158	73
Edgebrook	394	197
Morton Grove	752	451
 <u>Milwaukee Road-West</u>		
Franklin Park	791	446
Mannheim	68	49
 2. <u>CTA</u>		
<u>Rapid Transit</u>		
Milwaukee Ave. Service		
Ravenswood Service		
Skokie Swift Service		
 <u>Bus</u>		
34 bus service		

3. RTA

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Nortran	18	
West Towns	4	
Niles	<u>1</u>	
	23	26,859

4. Paratransit

	<u>Average Daily Ridership (FY83)</u>
Franklin Park Dial-A-Ride (General Public)	26
Proviso Township Dial-A-Ride (Elderly & Handicapped)	70
Bensenville Dial-A-Ride (General Public)	85
Bloomington Dial-A-Ride (General Public)	44
Chicago (OSCH) Dial-A-Ride (Mobility Limited)	352
Evanston/Skokie Dial-A-Ride (Wheelchair Users)	15
Mount Prospect Shared Ride Taxi (Elderly & Handicapped)	46

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 12th CONGRESSIONAL DISTRICT OF ILLINOIS

1. Commuter Railroad Average Daily Boardings

<u>Chicago & Northwestern-Northwest</u>	1979	1983
Palatine	2,342	1,632
Barrington	2,217	1,564
Fox River Grove	287	209
Cary	619	457
Crystal Lake	1,173	907
Woodstock	342	166
Hartland	2	7
Harvard	135	84
McHenry	164	101

Milwaukee Road-North

Grayslake	344	196
Round Lake	518	317
Long Lake	78	45
Wilson Road	19	14
Ingleside	33	15
Fox Lake	675	405
Spring Grove *	2	
Solon Mills *	3	

*Stops eliminated

Milwaukee Road-West

Hanover Park	1,329	738
Bartlett	1,166	669

2. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Elgin	4	
Waukegan	8	
Worts	5	
Nortran	1	
Westway Coach	7	
Our Town Bus Co.	4	
Commuter Bus System	7	
	<u>36</u>	7,636

3. Paratransit

Average Daily
Ridership (FY83)

Crystal Lake Dial-A-Ride (General Public)	219
Harvard Dial-A-Ride (General Public)	67
Lake Villa Township Dial-A-Ride (General Public)	26
Schaumburg Dial-A-Ride (General Public)	214
Marengo Dial-A-Ride (General Public)	27
Palatine Township Dial-A-Ride (Elderly & Handicapped)	71
Warren Township Dial-A-Ride (General Public)	6
Elgin Dial-A-Ride (Mobility Limited)	106
Elk Grove Township Shared Ride Taxi (Elderly & Handicapped)	71
Libertyville Shared Ride Taxi (General Public)	26
Waukegan Township Dial-A-Ride (Mobility Limited)	78

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 13th CONGRESSIONAL DISTRICT OF ILLINOIS

1. <u>Commuter Railroad</u>	<u>Average Daily Boardings</u>	
<u>Burlington Northern</u>	1979	1983
Riverside	658	531
Hollywood Avenue	207	152
LaGrange Road	1,816	1,496
Stone Avenue	1,334	1,017
Western Springs	1,329	1,022
Highlands	281	210
Hinsdale	1,280	1,155
West Hinsdale	393	338
Clarendon Hills	1,120	997
Westmont	1,554	1,305
Fairview Avenue	724	481
Main Street	2,529	1,816
Belmont Avenue	1,498	1,204
Lisle	2,494	2,176
 <u>Chicago & Northwestern-West</u>		
Berkeley	254	201
 <u>Illinois Central Gulf</u>		
Lemont	122	130
 <u>Norfolk & Western</u>		
Worth	213	204
Palos Park	111	62
Orland Park	237	133
 <u>Rock Island</u>		
Tinley Park-80th Avenue	616	632

2. CTA

Rapid Transit

Congress Service

Bus

2 bus routes

3. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Continental	1	
Joliet MTD	2	
Commuter Bus System	11	
DuPage Motor Coach	3	
Our Town Bus	1	
West Towns	13	
Naperville	14	
Transit Management of Harvey	1	
Transit Management of Oak Lawn	5	
Transit Management of Bensenville	1	
	<u>52</u>	21,850

4. Paratransit

Average Daily
Ridership (FY83)

Forest Park Dial-A-Ride (Elderly & Handicapped)	27
Milton Township Dial-A-Ride (Elderly & Handicapped)	18
Bolingbrook Dial-A-Ride (Elderly & Handicapped)	65
Crestwood Dial-A-Ride (General Public)	41
Proviso Township Dial-A-Ride (Elderly & Handicapped)	70

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 14th CONGRESSIONAL DISTRICT OF ILLINOIS

1. Commuter Railroad Average Daily Boardings

<u>Burlington Northern</u>	1979	1983
Naperville	3,033	2,571

Chicago & Northwestern-West

Winfield	369	341
West Chicago	499	371
Geneva	1,126	872

Milwaukee Road-West

Elgin	597	390
National Street	362	132

2. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Aurora	12	
Elgin	13	
Naperville	17	
Commuter Bus System	2	
Worts	<u>1</u>	
	45	11,148

3. Paratransit

	<u>Average Daily Ridership (RY83)</u>
Aurora Township Dial-A-Ride (Mobility Limited)	104
St. Charles/Geneva Dial-A-Ride (Elderly & Handicapped)	40
Elgin Dial-A-Ride (Mobility Limited)	106
Marengo Dial-A-Ride (General Public)	29

(14th)

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE
REGIONAL TRANSPORTATION AUTHORITY
IN THE 15th CONGRESSIONAL DISTRICT OF ILLINOIS

1. Commuter Railroad Average Daily Boardings

<u>Illinois Central Gulf-Electric</u>	1979	1983
Park Forest South	711	411

2. RTA Bus

<u>Carrier</u>	<u>#of routes</u>	<u>Average Daily Ridership (FY83)</u>
Transit Management of Harvey	4	620

3. Paratransit

Average Daily Ridership (FY83)

Joliet (HEPT) Dial-A-Ride (Mobility Limited)	302
Park Forest Dial-A-Ride (General Public)	298

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE FIRST CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
South Shore	36	\$ 1,066,000	\$ 691,000
Illinois Central Gulf	189	28,310,000	25,540,000
Norfolk and Western	4	117,000	296,000
NIRC/ (1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>375</u>	<u>\$66,002,000</u>	<u>\$59,506,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Transit Management of Harvey	<u>\$ 4,520,000</u>	<u>\$ 3,625,000</u>
TOTAL	<u>\$ 4,520,000</u>	<u>\$ 3,625,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)	<u>\$ 250,000</u>	<u>\$ 200,000</u>
TOTAL	<u>\$ 250,000</u>	<u>\$ 200,000</u>
GRAND TOTAL SUBSIDY	<u>\$70,772,000</u>	<u>\$63,331,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE SECOND CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
South Shore	36	\$ 1,066,000	\$ 691,000
Illinois Central Gulf	189	28,310,000	25,540,000
Norfolk and Western	4	117,000	296,000
NIRC/ (1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>375</u>	<u>\$66,002,000</u>	<u>\$59,506,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Transit Management of Harvey	\$ 4,520,000	\$ 3,625,000
TOTAL	<u>\$ 4,520,000</u>	<u>\$ 3,625,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)	\$ 250,000	\$ 200,000
TOTAL	<u>\$ 250,000</u>	<u>\$ 200,000</u>
GRAND TOTAL SUBSIDY	<u>\$70,772,000</u>	<u>\$63,331,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE THIRD CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Illinois Central Gulf	189	\$28,310,000	\$25,540,000
Norfolk and Western	4	117,000	296,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>339</u>	<u>\$64,936,000</u>	<u>\$58,815,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Transit Management of Harvey	\$ 4,520,000	\$ 3,625,000
Illinois School Bus	35,000	30,000
Transit Management of Oak Lawn	<u>1,818,000</u>	<u>1,569,000</u>
TOTAL	<u>\$ 6,373,000</u>	<u>\$ 5,224,000</u>

III. Paratransit

<u>Project Area*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)	<u>\$ 250,000</u>	<u>\$ 200,000</u>
TOTAL	<u>\$ 250,000</u>	<u>\$ 200,000</u>
GRAND TOTAL SUBSIDY	<u>\$71,559,000</u>	<u>\$64,239,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE FOURTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington Northern	76	\$12,615,000	\$13,732,000
Illinois Central Gulf	189	28,310,000	25,540,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>411</u>	<u>\$77,434,000</u>	<u>\$72,251,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
JMTD	\$ 1,911,000	\$ 1,644,000
Aurora	1,471,000	1,262,000
Transit Management of Harvey	<u>4,520,000</u>	<u>3,625,000</u>
TOTAL	<u>\$ 7,902,000</u>	<u>\$ 6,531,000</u>

III. Paratransit

<u>Project Area*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Aurora Township	\$ 76,000	\$ 55,000
Bolingbrook	20,000	16,000
Frankfort Township	16,000	13,000
Joliet*	<u>237,000</u>	<u>185,000</u>
TOTAL	<u>\$ 349,000</u>	<u>\$ 269,000</u>
GRAND TOTAL SUBSIDY	<u>\$85,685,000</u>	<u>\$79,051,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE FIFTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington	76	\$12,615,000	\$13,732,000
Illinois Central Gulf	189	28,310,000	25,540,000
Norfolk and Western	<u>4</u>	<u>117,000</u>	<u>296,000</u>
TOTAL	<u>269</u>	<u>\$41,042,000</u>	<u>\$39,568,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Joliet Mass Transit District	\$ 1,911,000	\$ 1,644,000
Transit Management of Oak Lawn	1,818,000	1,569,000
West Towns	<u>5,982,000</u>	<u>5,576,000</u>
TOTAL	<u>\$ 9,711,000</u>	<u>\$ 8,789,000</u>

III. Paratransit

<u>Project Area*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)	\$ 250,000	\$ 200,000
TOTAL	<u>\$ 250,000</u>	<u>\$ 200,000</u>
GRAND TOTAL SUBSIDY	<u>\$51,003,000</u>	<u>\$48,557,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE SIXTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington Northern	76	\$12,615,000	\$13,732,000
Chicago NorthWestern	185	21,601,000	24,862,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>407</u>	<u>\$70,725,000</u>	<u>\$71,573,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
West Towns*	\$ 5,982,000	\$ 5,576,000
Bensenville	70,000	-
Commuter Bus Service*	2,379,000	1,964,000
Westway Coach	978,000	867,000
Our Town	324,000	321,000
NORTRAN*	6,300,000	5,894,000
Scholastic Transit	<u>50,000</u>	<u>43,000</u>
TOTAL	<u>\$16,083,000</u>	<u>\$14,665,000</u>

III. Paratransit

<u>Project Area*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Bensenville	\$ 62,000	\$ 53,000
Bloomington Township	35,000	26,000
Milton Township	14,000	11,000
Schaumburg	<u>169,000</u>	<u>150,000</u>
TOTAL	<u>\$ 280,000</u>	<u>\$ 240,000</u>
GRAND TOTAL SUBSIDY	<u>\$87,088,000</u>	<u>\$86,478,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE SEVENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington Northern	76	\$12,615,000	\$13,732,000
Chicago NorthWestern	185	21,601,000	24,862,000
South Shore	36	1,066,000	691,000
Illinois Central Gulf	189	28,310,000	25,540,000
Norfolk and Western	4	117,000	296,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>636</u>	<u>\$100,218,000</u>	<u>\$98,100,000</u>

II. Suburban Bus*

<u>Carrier</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
West Towns	<u>\$ 5,982,000</u>	<u>\$ 5,576,000</u>
TOTAL	<u>\$ 5,982,000</u>	<u>\$ 5,576,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH) *	\$ 250,000	\$ 200,000
Forest Park*	<u>23,000</u>	<u>15,000</u>
TOTAL	<u>\$ 273,000</u>	<u>\$ 215,000</u>
GRAND TOTAL SUBSIDY	<u>\$106,473,000</u>	<u>\$103,891,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE EIGHTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago NorthWestern	185	\$21,601,000	\$24,862,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>331</u>	<u>\$58,110,000</u>	<u>\$57,841,000</u>

II. Suburban Bus

<u>Carrier*</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
West Towns	<u>\$ 5,982,000</u>	<u>\$ 5,576,000</u>
TOTAL	<u>\$ 5,982,000</u>	<u>\$ 5,576,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)*	\$ 250,000	\$ 200,000
River Grove	<u>18,000</u>	<u>18,000</u>
TOTAL	<u>\$ 268,000</u>	<u>\$ 218,000</u>
GRAND TOTAL SUBSIDY	<u>\$64,360,000</u>	<u>\$63,635,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE NINTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago NorthWestern	185	\$21,601,000	\$24,862,000
NIRC/(1)	146	\$36,509,000	32,979,000
TOTAL	331	\$58,110,000	\$57,841,000

II. Suburban Bus

<u>Carrier*</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Wilbus		\$ 289,000	\$ 299,000
NORTRAN		6,300,000	5,894,000
TOTAL		\$ 6,589,000	\$ 6,193,000

III. Paratransit

<u>Project Area</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago (OSCH)		\$ 250,000	\$ 200,000
Evanston/Skokie		20,000	14,000
TOTAL		\$ 270,000	\$ 214,000
GRAND TOTAL SUBSIDY		\$64,969,000	\$64,248,000

*These carriers operate in more than one Congressional District. The figures are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE TENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago NorthWestern	185	\$21,601,000	\$24,862,000
NIRC/(1)	146	36,509,000	32,979,000
TOTAL	<u>331</u>	<u>\$58,110,000</u>	<u>\$57,841,000</u>

II. Suburban Bus

<u>Carrier</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
NORTRAN*	\$ 6,300,000	\$ 5,894,000
Westway*	978,000	867,000
Wilbus*	289,000	299,000
Waukegan/North Chicago*	1,750,000	1,489,000
Highland Park	257,000	235,000
TOTAL	<u>\$ 9,574,000</u>	<u>\$ 8,784,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Deerfield	\$ 3,000	\$ 2,000
Libertyville- Waukegan Cab	23,000	18,000
TOTAL	<u>\$ 26,000</u>	<u>\$ 20,000</u>
GRAND TOTAL SUBSIDY	<u>\$93,684,000</u>	<u>\$66,645,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE ELEVENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago NorthWestern	185	\$21,601,000	\$24,862,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>331</u>	<u>\$58,110,000</u>	<u>\$57,841,000</u>

II. Suburban Bus

<u>Carrier*</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
West Towns		\$ 5,982,000	\$ 5,576,000
NORTRAN		6,300,000	5,894,000
Niles		<u>131,000</u>	<u>153,000</u>
TOTAL		<u>\$12,413,000</u>	<u>\$11,623,000</u>

III. Paratransit

<u>Project Area</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Franklin Park		\$ 24,000	\$ 23,000
Chicago (OSCH)*		<u>250,000</u>	<u>200,000</u>
TOTAL		<u>\$ 274,000</u>	<u>\$ 223,000</u>
GRAND TOTAL SUBSIDY		<u>\$70,797,000</u>	<u>\$69,687,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE TWELFTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Chicago NorthWestern	185	\$21,601,000	\$24,862,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>331</u>	<u>\$58,110,000</u>	<u>\$57,841,000</u>

II. Suburban Bus

<u>Carrier</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
NORTRAN*	\$ 6,300,000	\$ 5,894,000
Commuter Bus Service	2,379,000	1,964,000
Westway*	978,000	867,000
Our Town	324,000	321,000
Waukegan/North Chicago*	1,750,000	1,489,000
Worts*	725,000	622,000
Elgin*	<u>1,454,000</u>	<u>1,300,000</u>
TOTAL	<u>\$13,910,000</u>	<u>\$12,457,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Crystal Lake	\$ 258,000	\$ 200,000
Harvard	45,000	36,000
Lake Villa Township	21,000	18,000
Marengo*	42,000	33,000
Palatine Township	50,000	36,000
Schaumburg	<u>169,000</u>	<u>150,000</u>
TOTAL	<u>\$ 585,000</u>	<u>\$ 473,000</u>

GRAND TOTAL SUBSIDY \$72,605,000 \$70,771,000

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carriers and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE THIRTEENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington Northern	76	\$12,615,000	\$13,732,000
Chicago NorthWestern	185	21,601,000	24,862,000
Illinois Central Gulf	189	28,310,000	25,540,000
Norfolk and Western	4	117,000	296,000
NIRC/(1)	<u>146</u>	<u>36,509,000</u>	<u>32,979,000</u>
TOTAL	<u>600</u>	<u>\$99,152,000</u>	<u>\$97,409,000</u>

II. Suburban Bus

<u>Carrier</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Transit Management of Harvey*	\$ 4,520,000	\$ 3,625,000
Transit Management of Oak Lawn*	1,818,000	1,569,000
Joliet Mass Transit District*	1,911,000	1,644,000
West Towns*	5,982,000	5,576,000
Commuter Bus Service*	2,379,000	1,964,000
Our Town*	324,000	321,000
Continental	680,000	540,000
Du Page Motor Coach	<u>118,000</u>	<u>87,000</u>
TOTAL	<u>\$17,732,000</u>	<u>\$15,326,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Bolingbrook*	\$ 20,000	\$ 16,000
Crestwood	26,000	20,000
Forest Park*	23,000	15,000
Milton Township*	14,000	11,000
Bellwood	<u>56,000</u>	<u>46,000</u>
TOTAL	<u>\$ 139,000</u>	<u>\$ 108,000</u>
 GRAND TOTAL SUBSIDY	 <u>\$117,023,000</u>	 <u>\$112,843,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE FOURTEENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Burlington Northern	76	\$12,615,000	\$13,732,000
Chicago NorthWestern	185	21,601,000	24,862,000
NIRC/(1)	146	36,509,000	32,979,000
TOTAL	<u>407</u>	<u>\$70,725,000</u>	<u>\$71,573,000</u>

II. Suburban Bus

<u>Carrier</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Worts*		\$ 725,000	\$ 622,000
Elgin*		1,454,000	1,300,000
Aurora		1,471,000	1,262,000
Naperville		462,000	400,000
TOTAL		<u>\$ 4,112,000</u>	<u>\$ 3,584,000</u>

III. Paratransit

<u>Project Area</u>		<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Elgin		\$ 57,000	\$ 48,000
Milton Township*		14,000	11,000
St. Charles/Geneva		29,000	25,000
TOTAL		<u>\$ 100,000</u>	<u>\$ 84,000</u>
GRAND TOTAL SUBSIDY		<u>\$74,937,000</u>	<u>\$75,241,000</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy includes both NIRC/MR and NIRC/RI operations.

PUBLIC TRANSPORTATION SERVICES SUPPORTED BY THE RTA
IN THE FIFTEENTH CONGRESSIONAL DISTRICT

I. Commuter Rail

<u>Carrier*</u>	<u>Number of Weekday Trains</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Illinois Central Gulf	<u>189</u>	<u>\$28,310,000</u>	<u>\$25,540,000</u>
TOTAL	<u>189</u>	<u>\$28,310,000</u>	<u>\$25,540,000</u>

II. Suburban Bus

<u>Carrier</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Transit Management of Harvey	<u>\$ 4,520,000</u>	<u>\$ 3,625,000</u>
TOTAL	<u>\$ 4,520,000</u>	<u>\$ 3,625,000</u>

III. Paratransit

<u>Project Area</u>	<u>15 Months FY83 Subsidy</u>	<u>Projected FY84 Subsidy</u>
Park Forest	<u>\$ 123,000</u>	<u>\$ 95,700</u>
TOTAL	<u>\$ 123,000</u>	<u>\$ 95,700</u>
 GRAND TOTAL SUBSIDY	 <u>\$32,953,000</u>	 <u>\$29,260,700</u>

*These carriers operate in more than one Congressional District. The figures shown are for the total operations of the carrier and not just operations in this district.

(1) Subsidy included both NIRC/MR and NIRC/RI operations.