

Metra 2001 Program and Budget

**Metra's 2001 Program and Budget has
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The Metra logo is displayed in a bold, italicized, black font. The word "Metra" is written in a stylized, lowercase font with a horizontal line underneath the letters "t" and "r".



2001
Program
and
Budget

November, 2000



Chairman's Message

TO FRIENDS OF COMMUTER RAIL:

Strong demand for expanded Metra service throughout our Northeast Illinois Region – from thriving suburbs to reviving city neighborhoods – poses a greater challenge than ever before in our 16-year history.

Our 2001 budget document shows how we plan to meet that demand while we maintain Metra's existing service at high levels of safety and reliability — without raising fares.

This is the fifth annual budget in a row without a fare increase, thanks to our operating efficiency and steadily growing ridership. With passenger trips up about 2.5% well into 2000, we were headed for Metra's fourth yearly record in a row and possibly a new all-time high for Chicago commuter trains.

The commensurate rise in revenues helps to ward off a fare increase. It also helps to fund the projects needed to maintain and improve service. When we raised fares in 1989, we promised to dedicate the proceeds entirely to capital investment. That pledge has greatly strengthened our capital programs.

We're also counting on greater betterment funding from both federal and state sources. We're especially cheered by the boost from Illinois FIRST, the public works program approved in 1999 by Governor George Ryan and the Illinois Assembly. Thanks to Illinois FIRST, we can acquire 250 badly needed new cars by mid-2005, much sooner than previously expected. We can also accelerate the rebuilding of some of the oldest bridges in our system. And we can maintain an above-average local match for the federal New Start funds allowing us to expand and/or extend service on three routes.

Our 2001-2005 capital program is one of the biggest in our history. It contains our most ambitious station and parking expansion ever, including the dramatic redevelopment of Randolph Street Station and the Randolph-Washington concourse of Ogilvie Transportation Center downtown.

All the above makes us bullish – but not complacent. Our capital needs are enormous, compounded by demand for service on top of the ongoing needs of aging infrastructure.

We think this budget document shows once again that we are wise and efficient users of public funds – and worthy of further such programs as Illinois FIRST.

For the Board,



JEFFREY R. LADD, CHAIRMAN

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Metra, your region's railroad

As the six Northeast Illinois counties that Metra serves grow into a megalopolis, our agency more and more looks – and must act – like a true regional passenger railroad. Not just a suburban commuter carrier, Metra links a dynamic urban core with reviving city neighborhoods as well as thriving suburbs. Thirty percent of our stations lie within the city limits of Chicago.

City dwellers and suburbanites alike want more service and better facilities. Meanwhile, Metra strives to preserve a high level of service and maintain aging infrastructure over 12 main and four branch lines with more than 500 route miles.

Our ridership set another record in 1999: 79,538,541 passenger trips. That was 2.3 percent higher than the 1998 total and marked a new high for the third year in a row. That translated into 1.8 billion passenger miles, the mark of a true regional carrier. With a 2.3 percent ridership increase through September, we were headed for another record in 2000, with a strong possibility of breaking the 1980 all-time regional commuter record of 81,395,361 trips.

In general, we keep gaining by continually striving to provide safe, clean and reliable

service – at a rate of over 200,000 trains a year. In particular, we benefit from a strong regional economy and the steady growth of downtown Chicago, our traditional main market, plus worsening traffic congestion.

We're gratified to see growth in non-traditional markets, too. These include city-to-suburb and suburb-to-suburb trips, along with off-peak travel unrelated to work, including weekends. While Metra may exist as a quasi-public agency, our approach to regional passenger railroading is largely that of a private business. It's built on four key components: customer service, capital funding, freight carrier cooperation, and labor partnership.

- **First**, we use contemporary marketing techniques to identify and meet the varied needs of our customers.
- **Second**, we plan the use of capital funds from various government sources for the greatest possible return on investment in terms of safe, reliable, convenient and comfortable service.
- **Third**, we maintain mutually beneficial working relationships with the freight railroads that dominate our service territory.

We were heading for another ridership record in 2000



Customers: the first component

- Finally, we and our labor unions lead the commuter industry in cooperation.

The customer, of course, is the primary component. While the goal of good rail operations drives our capital planning, discussions with freight carriers, and dialogue with labor representatives, we don't run trains just for the thrill of running trains. We constantly remind ourselves that our business is moving people, not shiny railcars and locomotives.

To deliver on a business strategy of being consumer-driven, flexible and personalized, we must understand our riders' needs and interests, and we must create an integrated selling strategy centered on the customer. With customers brought into the process, our competitive edge lies in letting them tell us how to sell them our service and keep their loyalty.

We have remained responsive to our riders by measuring various attributes in an on-board customer survey every few years.

Generally, customers let us know how we're doing by ranking in great detail

the satisfaction levels of the many attributes that are part of a Metra trip. Survey data provides direction and affects planning, scheduling and marketing activities.

We also communicate with customers and potential customers through our website, www.metrarail.com, which averages 100,000 main page visits per month. In addition, we utilize mass media, direct marketing and promotions in pursuit of market development opportunities.

For 2001, our main marketing objective is to keep building awareness of Metra as an alternative to the automobile in a region choking on congestion, and to raise ridership among a broader base of prospects.

While downtown Chicago with its steadily expanding employment remains our single largest market, we must take more advantage of opportunities for reverse commuting, that is, city-to-suburb and suburb-to-suburb. Using as a model the shuttle buses operated by Pace from the Lake Cook Road station on our Milwaukee North line, we are energetically exploring possibilities for further intermodal extensions of service to suburban employment centers.



With customers brought into the process, our competitive edge lies in letting them tell us how to sell them our service and keep their loyalty.



Wise – and crucial – capital investment

It stands to reason that we can't expand service, let alone maintain present operations without impeccable infrastructure and rolling stock. That means dependable track, signals, bridges, railcars and locomotives. We fervently believe that the better we capitalize, the less we have to subsidize.

In other words, the better we deploy capital funds, the more likely our trains will run safely — and at lower operating cost. Our history of fare increases — only three in 16 years — supports that statement.

Since assuming direct responsibility for the region's commuter rail service in 1984, Metra has invested about \$2.5 billion in strategic capital improvements. We have largely rebuilt Chicago's regional rail lines and transformed them into a well-maintained system.

We continue, however, to reclaim and modernize infrastructure that ranks among the oldest in the United States. A major example is our ongoing bridge renewal program, which accounts for a large portion of each year's capital budget. This program encompasses the 133 bridges built before 1900 used by our trains.

At the same time, we carry out the rehabilitation of our car and locomotive fleets. A number of our coaches have been in service since the 1950's, and the average age of our railcars is now 26 years despite the addition of 177 new stainless steel units in 1995-98. Our newest locomotives are now nearly ten years old, and the average age of motive power units is 18 years.

At the rate of about 42 cars and 12 locomotives a year, Metra workers handle all rolling stock rehabilitation at Metra shops, adding many years of service to the rebuilt equipment. This work takes on added importance in view of growing demand and the fact that we won't see any more new cars or locomotives until 2003.

The capital program section of this document bulges with details of our 2001-2005 improvement plan valued at about \$2 billion.

This ranks as one of the highest totals for any five-year period in our history.

We continue to reclaim and modernize infrastructure that ranks among the oldest in the United States.



Our 2001-2005 improvement plan, valued at about \$2 billion dollars, ranks as one of the largest for any five year period in Metra's history.



That reflects demand for improved service and stations. It also mirrors a welcome increase in both federal and state funding, as seen respectively in the Transportation Efficiency Act for the 21st Century (TEA-21) and the Illinois FIRST public works program launched by Governor George Ryan and the General Assembly in 1999.

Funds from Illinois FIRST will cover the entire cost of 250 new commuter cars, which, without this state boost, would be nowhere on the horizon. The program also lets us accelerate our bridge renewal program. And it makes possible the substantial, higher-than-average local contribution that is helping our New Starts program (North Central service capacity expansion, Union Pacific West extension, and SouthWest Service improvement and extension) to compete for federal funds with more than 200 other projects around the country.

We believe that our record of responsible and productive use of government funds proves

that we deserve further support. Equally persuasive are two other elements of our businesslike approach to regional passenger railroading. One is a transit-industry-unique fare increase that took effect in 1989 with a promise that all proceeds would go toward capital improvements. That five percent increase had generated approximately \$94.1 million through December 2000. As we provide more and longer passenger trips, the farebox supplies even further revenue for improvements.

The other form of Metra-generated capital funds, also highly unusual, is the surplus in our annual operating subsidy that the Regional Transportation Authority (RTA) provides from the transit-designated proceeds of a six-county sales tax. For capital projects we can use much of what we save from our budgeted subsidy each year. These “plowback” funds make a sizable contribution – over \$30 million a year – to our improvement programs.

We prioritize our capital projects according to how well they reduce operating costs, with a preventive maintenance mentality permeating all planning. Many of our capital planners are railroaders who remember how deferred maintenance pushed segments of Chicago’s commuter service to the brink of collapse. That was a nightmare that no one wants to relive.



***We rehabilitate
about 40 cars
and 12
locomotives
each year.***

Sharing the busiest rail hub

This nuts-and-bolts railroading approach to public transportation comes somewhat naturally and necessarily when an agency such as Metra is one of many players in the biggest and busiest railroad hub of North America.

Thanks to a strong economy and efficiencies gained through mergers and route restructuring, the railroad freight business is booming. Restructuring has renewed Chicago's role as freight handler for the continent. After years of neglect and downsizing, however, the Region's rail network is struggling to handle an enormous flow of through and interchange traffic.

Chicago alone handles 22% of all the carloads of the major U.S. and Canadian Railroads. More than 500 freight trains operate in or through Chicago every day, in addition to 700 Metra trains. Only one Metra route enjoys full freedom from freight operations. Freight trains share and/or cross all of our other lines.

We are working with other railroads to identify such physical improvements as route crossing separation, more trackage, and signal improvements. These will ease congestion, reduce interference and improve train flow, but they are costly long-term measures.

We are also pursuing those goals through better communication. Metra is a major player in the Chicago Planning Group, established in late 1999. The group's Transportation Coordination Office, with full-time representatives of other railroads, is based in Metra's

Consolidated Control Facility along with Metra dispatchers. Close-contact communication has helped significantly to reduce Metra train delays caused by freight interference.

In addition, we maintain working relationships with the seven freight railroads that one way or another are involved in the daily operation of our passenger trains.

They include the two largest freight railroads in North America, Union Pacific and Burlington Northern Santa Fe, both of which provide Metra service under contract. Their engineers and trainmen handle our trains over their tracks controlled by their dispatchers. The BNSF route between Chicago Union Station and Aurora handles 94 weekday commuter trains plus more than 50 freights.

Commuter trains share and/or cross freight lines on all but one Metra route.



UP routes between Chicago's Ogilvie Transportation Center and Kenosha, Wis., Harvard, McHenry, and Geneva, handle a total of 184 weekday trains. As part of a high-volume cross-country freight corridor, the Geneva route sees more than 70 freight trains a day.

UP and BNSF account for nearly 39% of all Metra weekday trains and 49% of all passenger trips. Their dependability is outstanding and they are excellent partners. Both have long histories of dedication to Chicago commuter operations.

Metra's own crews operate trains on all other routes, including those we own outright (Electric, Milwaukee, Rock Island districts),

and those we use through trackage rights or other lease arrangements (SouthWest, Heritage, North Central). In addition, we partially subsidize the Northern Indiana Commuter Transportation District's South Shore Line, whose trains use nearly 15 miles of Metra Electric District track and whose busiest station lies within RTA territory.

We believe that we enjoy the best working relationships with other railroads among all U.S. commuter agencies. Contributing to that is a more than century-old tradition of commuter service on freight lines. Furthermore, Metra recognizes that capital investments designed to improve our service must also pay dividends for freight carriers, who share capital costs.



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The labor ingredient

We also claim the best labor-management relationships among our peers. Clearly, for Metra to keep providing safe, reliable and cost-effective service, the cooperation of our 16 labor unions is crucial, especially with over 80% of our workforce under one of 19 separate labor agreements. That cooperation depends on mutual respect and free and effective communication about problems. Providing the forum for that is our labor-management committee that celebrated its 17th year in October, 2000.

The committee was the first of its kind in the commuter rail industry. It remains the pride and joy of our internal initiatives. It reflects our recognition of the fundamental fact that our business of moving people relies on people.

First and foremost among the committee's many accomplishments is our workforce education group, which in 1997 spawned a pioneering apprentice program for skilled craftsmen. The first to complete the demanding, three-year program were three carmen. As they graduated to journeymen in August 2000, more than 40 other apprentices were moving through the program.

Recognizing the overall value, the flexible modular makeup, and the deep labor involvement of this still-unique initiative was the 2000 Model Program Award from the National Transit Institute, a training center funded by the Federal Transit Administration. By developing this program in the first place, labor and management recognized that (1) traditional, unstructured on-the-job training alone could not keep pace with advancing rail operations technology; (2) the dwindling supply of skilled journeymen from other railroads could no longer fill the vacancies from both heavy attri-

tion and growth in commuter rail-roading, and (3) no acceptable off-the-shelf apprentice programs were available.

Other labor-management achievements include our employee assistance program that has grown far beyond its original focus on drug and alcohol abuse. The latest refinement, a three-pronged employee service network, offers a range of counseling for many aspects of daily life beyond the workplace itself.

In another key area, our safety task group keeps devising new approaches to the single most daunting challenge of rail operations, injury prevention. One recent development is a safety captain program that speeds up the reporting and handling of workplace hazards.

A counterpart to the safety task force is our inter-active management group, which focuses on the broad range of other workplace issues and provides the base for labor and management to work together on work-related problems and make Metra a more successful organization.

Beyond these specific initiatives, the labor-management committee's overall achievement is a prevailing atmosphere of open, frank discussion of all non-contractual issues relating to Metra's general well-being. Although the committee does not get involved in collective bargaining, it certainly sets the stage for peaceful negotiations and service uninterrupted by labor disputes.

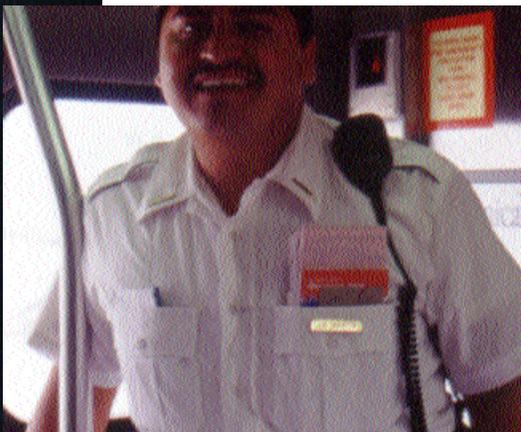


Our workforce education group in 1997 spawned a pioneering apprentice program for skilled craftsmen.

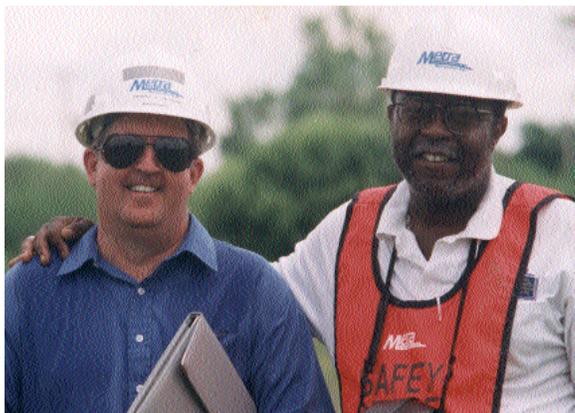
Critical components for the future

Labor relations, freight carrier partnerships and capital investments imbued with a rail-roader's perspective, plus customer-sensitive marketing – such are the critical components of our approach to regional passenger rail-roading. In the 16 years of Metra's management of the Northeast Illinois commuter rail system, the value of that combination has proved itself beyond question.

We are relying on that same formula to meet the daunting challenges of further growth in our business — with demand for our service spread more widely throughout our region than ever before in Metra's history.



Our business of moving people relies on people.



Scope

Recognized as one of the best commuter rail systems in the nation, Metra moves people throughout the six-county northeastern Illinois Region. Our business is to provide safe, reliable, clean, on-time service; to maintain and improve the region's existing rail assets; to know our customers and market our service; and to promote the commuter rail component of the region's transportation network. We are a concerned, contributing, corporate citizen.

Metra oversees all commuter rail operations in the region, with responsibility for day-to-day operations, fare and service levels, capital improvements, passenger services, safety and system planning. Metra's rail lines radiate north, south and west of downtown Chicago. Service is operated by private railroads under contract to Metra as well as by Metra directly.

The Metra organization includes a full range of administrative, financial, and operational functions necessary to carry out system-wide oversight as well as direct operation. Detailed information on commuter service provided by the individual rail carriers and the Metra system (e.g., physical description, ridership statistics, fare structure) is included in the Appendix.

Service Changes

In late summer 2000, a Burlington Northern Santa Fe (BNSF) schedule change provided still more capacity for the rapidly expanding Route 59/Naperville area. One additional express train in each rush hour resulted from recycling trains for second trips in the peak hour. This also required other schedule adjustments, but most commuters saw little or no change in their train times.

A minor service change was also planned on

the Milwaukee North Line to accommodate the new station of North Glenview. Existing service remained essentially the same, with schedule provision made for the additional station stop.

For 2001, a restructuring of UP North Line service is being evaluated to accommodate capacity restrictions from a major bridge reconstruction project.

Until new locomotives are received in the next few years, more extensive expansion of commuter service cannot be made. Meanwhile, we will continue exploring refinements of existing service for improved operation or better passenger service.

Commuter Rail Fares

Metra's commuter rail fares are set according to travel between designated five-mile fare zones.

Operations begin at each rail line's downtown Chicago station. A base fare is charged for travel within a zone and an incremental charge is added for each zone boundary crossed. The current base one-way fare is \$1.75. Prices for most other ticket types are set by multiples of the applicable one-way fare. The zone system does not apply to the

*Metra
oversees
all
commuter
rail
operations
in the
Region.*





**All
Metra
trains
are now
accessible.**

South Shore fares, which are set by the Northern Indiana Commuter Transportation District (NICTD). See the Appendix for detailed information on the Metra fare-zone

system and rate schedules. Metra has not raised fares since 1996 and continues to set aside a portion of its fare revenue for capital improvements.

Metra Expansion

Metra is currently engaged in preliminary engineering and environmental assessment for three expansion projects.

The Central Kane Corridor Project provides for extending commuter service on the Union Pacific West Line from its present terminus in Geneva westward to Elburn. Service in Elburn will be provided to a level comparable to that currently available in Geneva. Capital improvements include adding a third main-line track from Randall Road west to Elburn, two new stations and a new rail yard in Elburn.

The North Central Corridor Project provides for a partial upgrade of service on the North Central Service. Twenty-two trains (compared with ten at present) will be operated on weekdays providing more frequent peak and bi-hourly off-peak service. Capital improvements include adding a second main-line track between the O'Hare Transfer Station and Mundelein, track and signal upgrades on the Milwaukee District West Line, five new stations, added parking capacity at existing stations, rail yard expansion and new rolling stock.

The Southwest Corridor Project provides for a partial upgrade of the SouthWest Service (SWS), and an extension of commuter service from its present terminus at 179th Street

in Orland Park southward to Manhattan. Thirty trains (compared with 16 at present) will be operated on weekdays between Orland Park and downtown and four trains from Manhattan and downtown. A broad range of track and signal improvements is needed to implement this level of service and to address the operational bottlenecks which now affect the reliability of SWS trains. Other improvements include additional rolling stock, expanded rail yards at Orland Park and 47th Street, more parking capacity at existing stations, two new stations, and the downtown terminal relocation from Union Station to LaSalle Street Station.

These projects received funding for preliminary engineering and environmental assessment in 1998. Federal funding for 1999 has been appropriated and will be used for final design. We are confident that sufficient federal funding will be appropriated for 2000 so that we can begin construction.

Accessibility

The Americans With Disabilities Act (ADA) of 1990 mandated that key commuter stations and at least one car per train be accessible. At that time, Metra designated one key station in each five-mile fare zone. Key station improvements may include accessible parking (where parking is available), curb cuts, ramps and/or elevators, wider doorways, new or rebuilt restrooms, tactile strips to mark the edge of the platforms and improved signage. We have completed accessibility work at 62 of our 73 key stations. We have also provided a visual information system which displays the same information as the public address system voice announcements. The remaining 11 key stations requiring significant structural changes are programmed for completion in 2000 (8) and 2001 (3).

All Metra trains are now accessible. Accessible Station Connecting Service provides transportation to and from the nearest

accessible train station for those who are within 1/2-mile of an inaccessible station and request a ride to the station.

Emergency Preparedness

The year 2000 saw Metra firmly established as the leader among all other commuter rail lines in emergency preparedness and response. Metra is enhancing many of its emergency exits and entrances by increasing their size, adding more identifying markers and even more locations.

Metra is completing the training of all on-board personnel as well as all train dispatchers. Burlington Northern Santa Fe, Union Pacific, Canadian National/Illinois Central, Canadian Pacific, Norfolk Southern and South Shore Line have all completed their Metra-written, FRA-approved training as well.

Metra has continued to push forward in its Emergency Preparedness training program for all Police, Fire and other emergency response agencies. Many responders from the Chicago Fire and Police and Cook County Sheriffs Departments, including command and control staff, have completed classroom and hands-on courses. Also through the office of Metra's Fire Marshal and by order of Metra's Deputy Executive Director and with the full cooperation of the Chief Operations Officer, Metra will be setting up full site pre-plans of all passenger stations, work facilities and passenger stops with the Chicago and surrounding communities' Fire and Police departments.

Safety: New Regulations

In January 2000, the new final federal rule on engineer certification went into effect.

Also in January, various components of another regulation, 49 CFR 238, Passenger Rail Equipment Safety Standards (PRESS) went into effect. Additional elements will

become effective over the next twenty four months. Extensive training will be required for employees within both the Transportation and Mechanical departments. Transportation employees will receive the necessary training in conjunction with their annual rules examinations.

The training department is working on establishing a program that will provide the appropriate training to Mechanical Department employees affected by this new regulation.

The Safety department produced two videos addressing railroad safety for the Illinois Commerce Commission. This campaign to educate teenagers and the adult population included the efforts of the Illinois Department of Transportation, Illinois Commerce Commission, Canadian Pacific Railroad, Wisconsin Central Railroad, and Union Pacific Railroad.

www.metrail.com

Metra's web page remains an important communication tool to disseminate information. In addition to rail line schedules and "easy click" fare information, the site includes news and promotions, maps, travel guide pages, ADA information and ticket purchase options. Also, the 10-ride ticket by internet program has been expanded to include monthly pass purchases.

The web page improves customer service by dramatically reducing the number of potential customer inquiries by telephone and promotes information 24 hours a day. Monthly visits to the main page in 2000 averaged over 100,000.



Metra Milestones

June 1981	Regional Transportation Authority (RTA) takes over commuter service of bankrupt Rock Island Railroad through Northeast Illinois Regional Commuter Railroad Corporation generally known as NIRC.		
October 1982	NIRC assumes control of commuter service of bankrupt Milwaukee Road commuter operations.		
October 1983	Formation of Labor/Management Committee, first of its kind in commuter railroading, a program still in full operation today.		
November 1983	The Illinois Legislature amends RTA Act to create separate service boards responsible for commuter rail, Chicago Transit Authority rail and bus service, and suburban bus service.		
June 1984	First meeting of the Board of Directors of the Commuter Rail Board.		
April 1985	Metra name and logo adopted.		
July 1985	First 'Operation Red Block' agreement to deal with drug and alcohol abuse in the railroad industry.		
February 1986	First systemwide fare increase in 4 years.		
August 1986	New Joliet coach yard and Blue Island maintenance of way facility opened.		
May 1987	Commuter service of the Illinois Central Gulf Railroad acquired.		
September 1987	First Harriman Award for safety.		
April 1988	Ticket Express program launched.		
June 1988	Dedication of new \$22 million 14th Street maintenance facility for Metra/ Burlington Northern trains, first total reconstruction of major commuter fleet facility in northeast Illinois in 30 years.		
February 1989	Fare increase for capital projects.		
April 1989	Metra hosts APTA's 1st full-fledged Commuter Rail Conference.		
April 1990	30 new diesel locomotives ordered.		
May 1990	Completion of \$44.5 million Western Avenue train maintenance facility.		
Fall 1990	Trains go smoke-free.		
Spring 1991	E. H. Harriman Award for best safety record in 1990.		
May 1991	Metra participates in Amtrak's \$32 million renovation of Chicago Union Station, then terminal for five Metra routes.		
August 1991	\$5 weekend pass becomes permanent.		
January 1992	30 new F40PHM-2 locomotives are delivered.		
April 1992	Completion of \$75 million rehabilitation of Rock Island District's LaSalle Street Station.		
Summer 1992	FAST (Future Agenda for Suburban Transportation) program unveiled.		
September 1992	Training Department announces Metra's Workforce Education Program.		
April 1993	First rehabbed Electric Highliner delivered.		
June 1993	1992 Silver Harriman Award for Safety.		
July 1993	Dedication of Electric District Kensington Yard.		
April 1994	Metra hosts 7th annual APTA Commuter Rail Conference.		
December 1994	SouthWest Service extended from 153rd Street to 179th Street in Orland Park.		
March 1995	First gallery car delivered with motorized lift for disabled riders.		
February 1996	3rd fare increase in Metra history.		
Summer 1996	Completion of \$73 million Chicago Passenger Terminal Rehabilitation.		
August 1996	North Central Service starts as first new Chicago commuter operation in 70 years.		
February 1997	Ticket-by-Internet Program launched.		
May 1997	Apprentice Program launched for skilled crafts, first in commuter industry.		
September 1997	Outstanding Achievement Award in the Commuter Rail category received from American Public Transit Association.		
October 1997	Dedication of Richard B. Ogilvie Transportation Center (formerly Chicago Passenger Terminal).		
February 1998	Announcement of ridership record set during 1997 – 75.2 million passenger trips.		
April 1998	All trains are accessible according to Americans with Disabilities Act.		
March 2000	Apprentice Program recognized by National Transit Institute's Model Program Award.		
August 2000	Addition of three trains to Burlington Northern Santa Fe schedule raises Metra system weekday total to 705, compared with 603 in June 1984.		

Budget Overview

The 2001 Metra Preliminary Budget presented here represents the culmination of a process of adapting Metra's operating responses to a dynamic business and service environment. On the one hand, Metra refines and selectively expands service to better meet our customers' needs and satisfy Metra's mandate to provide safe, reliable rail service to the Northeast Illinois Region. On the other hand, Metra must balance the costs of these improvements and the ever-increasing cost pressures of providing existing service against the need to provide as much local funding for capital as possible. By controlling costs in the budgeting process, Metra will meet both of these goals in 2001 and will dedicate \$34.1 million of available funding to the Capital Program.

The 2001 Metra Budget is a complex combination of savings and cost containment resulting from prudent management decisions that help to offset increased costs from external national railroad programs and agreements, much higher fuel prices, and new, unfunded government mandates. Despite all of these challenges, Metra is pleased to propose an operating budget for 2001 that achieves a 55.00% revenue recovery ratio with no proposed increase in passenger fares.

Two positive stories benefiting Metra now and in the future are our long-term local labor agreements and the revamped and revitalized Risk Management program. As of mid-September, approximately 85% of the Northeast Illinois Regional Commuter Railroad Corporation's contract employees had ratified long-term wage agreements. Also, as the result of new policies and

practices developed and implemented under Risk Management, savings of \$6 million versus the 2000 budget are expected. We expect this program to lower Metra's annual claims expense level by similar amounts for 2001 and beyond.

Unfortunately, cost trends in the freight railroad industry have had a severe impact on Metra's operating costs. Of more immediate impact to Metra, the Purchase of Service Agreement carriers began paying cost-of-living adjustments in January 2000 that were not in their 2000 budgets. Although PSA carrier employees are currently working without signed wage agreements, they are receiving wages at the new higher levels, establishing a base for potentially still higher wage rates in new agreements.

A new cost to the system for 2001 relates to the unfunded mandate of Federal Railroad Administration Rule No. 49 CFR238, inspection requirements for passenger rail cars. Metra must comply, effective later in 2001, with an increase to operating costs of \$1.1 million. The full 2002 impact is estimated to be \$2.3 million. Another addition to the expense base is new expanded service on the Burlington Northern Santa Fe late in 2000, which will add to operating costs, net of revenue, but will improve service.

Finally, Metra's operating base expenses increased because of higher diesel fuel costs. Diesel fuel is currently estimated at an average of \$.80 cents per gallon versus a budget of \$.60 in 2000. For 2001, the projection also is an average price of \$.80 per gallon.

After the impacts of these shifts in the operating cost structure were incorporated into the process, the bulk of the development of the proposed 2001 Operating Budget and the 2002 and 2003 Financial Plans was based upon contractual rate changes and moderate rates of inflation. Provisions were made for only moderate winter snowfalls.

Metra's proposed 2001 budget with a recovery ratio of 55.00% is the same as that proposed in the 2001 Financial Plan and adopted in conjunction with the previous year's Budget.

Revenues

Favorable economic expansion continues in our six-county region. This should continue to have a positive impact on Metra revenues.

Growth in passenger revenues benefits from greater downtown employment as well as increases in reverse commutes to suburban employment centers. Also, increased Burlington Northern Santa Fe service has added to passenger revenue growth. Overall, passenger revenues are projected to grow to \$183.8 million.

Passenger revenues in the 2001 Operating Budget do not include proceeds from the Capital Farebox Financing Program, instituted in 1989, which constitute 5% of gross passenger revenues collected in the Metra system. Revenues generated under the Capital Farebox Financing Program are used to fund part of the Metra Capital Program. From its inception in February 1989 through December 2000, this program had generated approximately \$94.1 million to help finance Metra's capital needs. Metra projects that \$9.2 million will be generated in 2001 from the Capital Farebox Financing Program.

Other revenues are projected to total \$46.8 million. These include capital grant project reimbursements, lease income, investment

income, joint facility income from other railroads for services provided by Metra, and advertising income.

Grant project credits are reimbursements for the management of capital projects and for indirect costs. Lease income is generated from land leases, office and station tenants, and the use of Metra tracks by other railroads, principally for freight traffic. Investment income is generated by cash held pending disbursement for corporate purposes. Joint facility revenue is generated from charges to other railroads for the operation and maintenance by Metra of shared rail facilities. Advertising includes revenue from billboards along the right of way, and signboards at stations and on most of Metra's coach fleet.

Also included in revenues for 2001 is \$2.7 million of estimated proceeds from the State of Illinois for the Reduced Fare Reimbursement Program. The intent of this program is to reimburse Metra for part of the half-fare discount provided to senior citizens, students and mobility-limited individuals.

Expenses

As illustrated in Table 1, the proposed 2001 expense budget for continuing operations (Base Expense) is 4.07% greater than the 2000 estimate. After provision for diesel fuel price volatility and expanded service, the 2001 budget is 3.99% higher than the 2000 estimate.

Expense growth has been constrained by an ongoing review of programs for expense savings and reductions. One measure of the success of these efforts is comparison with the year 2001 Financial Plan contained in the 2000 Budget document. As shown in Table 1, the proposed 2001 Budget Base Expense (excluding diesel fuel) is 0.28% less than the corresponding base expenses estimated in the 2001 Financial Plan. Total expense is only

Metra Operating Budget Comparisons

2001 Budget vs. 2000 Estimate and Prior Budget's 2001 Financial Plan

(\$ in 000's)

	2000 Budget	2000 Estimate	2001 Budget	% Change From 2000 Estimate	2001 Financial Plan	Changes from 2001 Financial Plan	
						Amount	Percent
Total Revenue	<u>\$223,498</u>	<u>\$228,555</u>	<u>\$233,355</u>	<u>2.10%</u>	<u>\$231,374</u>	<u>\$1,981</u>	<u>0.86%</u>
Base Expense	393,865	393,992	410,017	4.07%	411,167	(1,150)	-0.28%
Diesel Fuel Expense	<u>14,192</u>	<u>19,122</u>	<u>19,576</u>	<u>2.37%</u>	<u>14,646</u>	<u>4,930</u>	<u>33.66%</u>
Total Expense	<u>\$408,057</u>	<u>\$413,114</u>	<u>\$429,593</u>	<u>3.99%</u>	<u>\$425,813</u>	<u>\$3,780</u>	<u>0.89%</u>
Total Deficit	<u>\$184,559</u>	<u>\$184,559</u>	<u>196,238</u>	<u>6.33%</u>	<u>\$194,439</u>	<u>\$1,799</u>	<u>0.93%</u>

0.89% higher. This growth is offset by higher projected revenues that results in a proposed 2001 budget deficit \$1.8 million greater than that projected in the 2001 Financial Plan.

In reviewing the proposed budget for 2001, it is noteworthy to discuss two areas in particular. During 2000, service was expanded and enhanced. Three trains were added to the Burlington Northern Santa Fe. The 2001 budget contains provision for a full year of this enhancement.

One area over which Metra has little control is the price of diesel fuel. Prices are rising because of increasing worldwide demand for oil coupled with U.S. refining capacity problems. The price of diesel fuel is projected to grow 33% over the estimated price used in the 2000 Budget. This adds over \$4.9 million to 2001 Budget expenses versus the old Financial Plan.

Base Operations

In addition to the previously mentioned increases and changes, Metra has encountered other cost pressures during 2000. Snowstorms at the beginning of the year and an 11-inch snowfall in February caused significant charges to labor as Metra employees worked to clear track, switches, platforms and yards. A provision for a moderate winter snowfall has been budgeted in

2001 for additional labor, material and contractor expense.

As we enter the year 2001, Metra has concluded new wage agreements with labor unions representing 85% of contract employees, and negotiations continue with the remaining unions. The agreements reached with some of Metra's unions are in effect for seven years. The purchase of service carrier wage agreements expired at the end of 1999 and negotiations commenced in 2000. The 2001 budget includes estimated expense growth consistent with the pattern of prior agreements.

Payroll taxes have been budgeted to increase in accordance with the budgeted increases in contract and non-contract wages. Health insurance is budgeted to increase at 6% over the 2000 premium level. With prudent pension fund management and sound financial practices, no pension contribution will be required for NIRCRC non-contract employees in 2001, for the fourth consecutive year.

Materials and other expenses projections are based upon existing contract terms, estimates provided by Metra managers, and applicable indices such as those provided in the Regional Transportation Authority (RTA) Budget Call.

Table 1

2002-2003 Financial Plan

Metra will continue to monitor expenses to maintain budgetary control and to ensure achievement of the 55% recovery ratio mark in 2001.

Included in the 2002-2003 Financial Plan is a provision for funding unspecified service enhancements. Service options are continually under study. Future implementation of any or all of these options is possible but not certain, and implementation timetables do not exist at this time.

Development Process

The Metra Operating Budget and Financial Plan was developed with the objective of holding costs down while striving to meet the continuing challenges of improving services, complying with increasingly more comprehensive and complex regulatory mandates, and maintaining a Region-high 55% revenue recovery ratio. Expenses were projected based upon analysis of current expenses, economic forecasts, existing contracts and proposed new programs and services. Information was received from contract carriers and Metra departments regarding projections of ridership and the costs of commuter operations. Included were staffing requirements for operating

and support services, various price and rate changes and other information related to railroad operations.

Using the information provided, the 2001 Preliminary Budget and 2002-2003 Financial Plan were assembled and reviewed by Metra management working under the direction of the Budget Committee of the Metra Board of Directors. The Budget and Financial Plan were then forwarded to the RTA for its review. The RTA has established an operating deficit funding mark for Metra for each of the years 2001, 2002 and 2003 and a required revenue recovery ratio of 55% for 2001. The Financial Plans for 2002 and 2003 developed by Metra project farebox recovery ratios of 55.00% each year. Additional changes, as appropriate, may be made to the Budget and Financial Plan based on input from Metra's public hearing process scheduled in November and further review of operations for the Year 2001. A final proposed 2001 Budget and 2002-2003 Financial Plan will be submitted to the RTA in November for adoption.

The revenue recovery ratio established for each year represents the ratio of Metra system revenues to expenses, less certain deductions, that must be achieved. The

Table 2

Calculation of 2001-2003 Farebox Recovery Ratios			
(\$ in 000's)			
	2001	2002	2003
Farebox Recovery Ratio Revenue	<u>\$233,355</u>	<u>\$243,250</u>	<u>\$253,523</u>
Funded Operating Expenses	\$429,593	\$447,655	\$466,404
Exclusions from Recovery Ratio	<u>(5,314)</u>	<u>(5,383)</u>	<u>(5,453)</u>
Farebox Recovery Ratio Expenses	<u>\$424,279</u>	<u>\$442,272</u>	<u>\$460,951</u>
Ratio of Revenue to Allowable Expenses	55.00%	55.00%	55.00%

proceeds from Metra's Capital Farebox Financing Program are excluded from the 2001 through 2003 farebox recovery ratio calculations, as presented in Table 2.

The funding marks established by the RTA represent Metra's estimated shares of regional sales and replacement taxes distributed by statutory formula. No federal operating assistance is received. Figures 1 and 2 summarize Metra funding requirements related to the preliminary 2001 operating program. Metra's operating revenues and share of 2001 sales and replacement tax proceeds fully fund all operating costs and provide \$34.1 million for Metra's 2001 Capital Program. Those funds available for capital are the direct result of the many years Metra has strived to contain costs and improve revenues so that the maximum contribution to capital projects can be made.

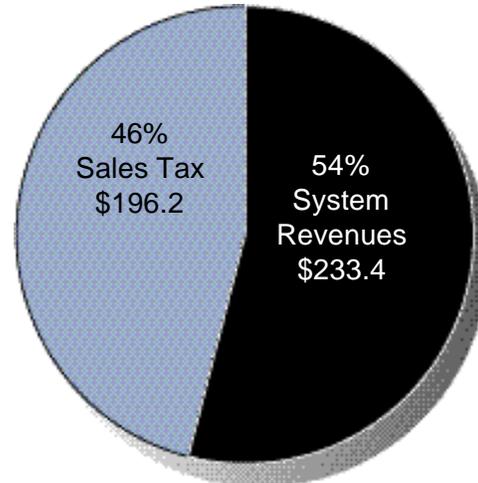
In addition to sales tax proceeds, funds generated from Metra's Capital Farebox Financing Program and operational savings are used for the Metra Capital Program. In 2001, \$34.1 million in operating funds available for Capital Programs, together with the \$9.2 million to be generated by the 5% Capital Farebox Financing Program, will enable Metra to finance \$43.3 million of Capital projects. The use of these funds, as well as estimated federal, state and local capital assistance, is discussed in more detail in the 2001-2005 Capital Program section of this document.

Services, Activities and Functions

Metra provides commuter rail service on 12 lines to residents of northeastern Illinois, southeastern Wisconsin and northwestern Indiana. Legislation creating the Regional Transportation Authority gave Metra responsibility for coordinating and operating all commuter rail operations in the six-county area. Metra directly operates commuter rail service on seven lines and controls all operating support functions necessary to maintain the passenger lines, equip-

2001 Operating Program

Sources of Funds (\$ in Millions)

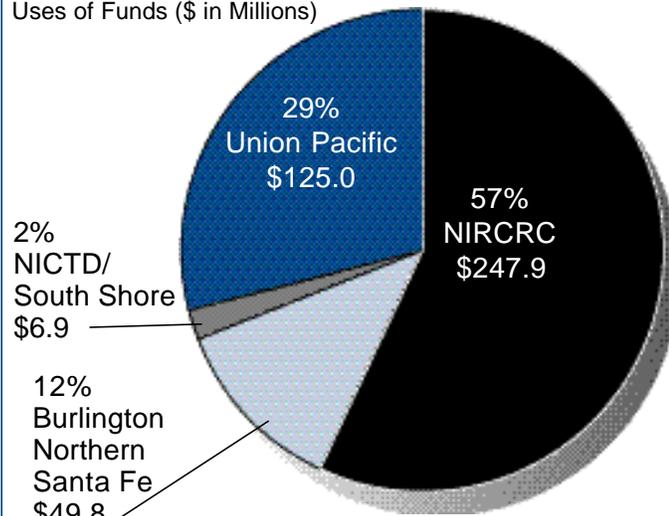


Total Sources of Funds: \$429.6

Figure 1

2001 Operating Program

Uses of Funds (\$ in Millions)



Total Uses of Funds: \$429.6

Figure 2

ment and facilities. Metra is also responsible for the administration of commuter rail services provided under contract by private freight carriers.

Direct operation of commuter rail services requires various activities necessary to meet published train schedules and abide by federal and state transportation regulations. Metra classifies these activities under the headings used in railroad regulatory reporting: Transportation, Maintenance of Way, Maintenance of Equipment and Administration. The following is a brief

description of the underlying functions included in the major operating categories.

Transportation includes the functions and activities directly responsible for the operation of the commuter trains. The major functions include Train and Engine Crews, Dispatching, Tower Operations, Ticket Sales, Passenger Services, Police Services, Safety and Supervisory Support functions. The main objective of this area is to run the service consistent with the published train schedules in a safe and efficient manner, and in accordance with federal and state regulations.

Maintenance of Way activities include the maintenance of track, structures, communications and facilities to maintain operational safety, reduce travel time and service interruptions and increase passenger comfort. Maintenance work is concentrated on safety inspections and short-term projects to maintain overall track and structure condition until renewals or replacements can be completed through the Metra Capital Program. Major functions in this category include track, rail, crossing, signal, bridge, communication, facilities maintenance, supervisory support areas and materials management.

Maintenance of Equipment activities include regular repairs, inspections and preventive maintenance on passenger train equipment to ensure that equipment is safe and in good working order to support the train schedule and passenger demand for seating. Maintenance work is concentrated on performing regular safety inspections as mandated by federal regulations, maintaining cleanliness and proper heat or air conditioning in the equipment and preventive maintenance to keep the equipment operational between major rehabilitations. Major equipment rehabilitations are completed through the Metra Capital Program. Major functions in this category include the

operation of the passenger maintenance shops and yards, supervisory support areas and materials management.

Administration activities include general support functions for the organization to ensure that the overall corporate goals and regulations are met. Examples of Administration activities include Human Resources, Labor Management, Information Systems, Training, Accounting and other support areas. Management of the Metra owned and operated rail services is also included in this category.

Metra is also responsible for Region-wide expenses for its own carriers and the contract rail carriers. Metra is responsible for setting fare and service levels, capital improvement planning and oversight, and planning for the whole region. Expenses for these functions are included in the Regional Services category. Various expense items, such as diesel fuel, claims, insurance and downtown Chicago passenger terminal lease costs are directly controlled by Metra. Metra reports these expenses on the financial schedules based upon each carrier's representative share of the cost items.

Summary

Table 3 presents Metra's 2001 Preliminary Budget by carrier and type of expense, and Table 4 summarizes Metra's 2001 Preliminary Budget and 2002-2003 Financial Plan. The Metra Preliminary Budget and Financial Plan is presented in a manner consistent with its financial statements, which are maintained on the accrual basis of accounting for a proprietary (enterprise) fund type using Generally Accepted Accounting Principles. Revenues are recognized when earned and expenses are recorded in the period in which goods and services are used. Metra's 2001 Projected Cash Flow Summary is included in the Appendix.

2001 Commuter Rail Operating Budget by Carrier and Type of Expense

Table 3

	NIRCRC	Burlington Northern Santa Fe	Union Pacific	NICTD/ So.Shore	Total Metra
REVENUES:					
Passenger Revenue	\$86,491,253	\$35,316,243	\$59,178,126	\$2,827,153	\$183,812,775
Other Revenue	46,069,805	7,200	385,200	360,000	46,822,205
Reduced Fare Subsidy	<u>1,157,323</u>	<u>419,327</u>	<u>1,129,502</u>	<u>13,848</u>	<u>2,720,000</u>
TOTAL REVENUE	<u>\$133,718,381</u>	<u>\$35,742,770</u>	<u>\$60,692,828</u>	<u>\$3,201,001</u>	<u>\$233,354,980</u>
OPERATING EXPENSES:					
CARRIER LEVEL EXPENSES:					
Way & Structures	\$53,385,818	\$3,280,840	\$23,290,018	\$1,132,882	\$81,089,558
Equipment	49,436,054	13,302,916	30,667,720	1,184,165	94,590,855
Transportation	82,986,019	16,571,879	41,670,006	2,130,204	143,358,108
Administration	<u>23,167,373</u>	<u>4,808,983</u>	<u>9,543,316</u>	<u>1,161,252</u>	<u>38,680,924</u>
TOTAL CARRIER EXPENSE	<u>\$208,975,264</u>	<u>\$37,964,618</u>	<u>\$105,171,060</u>	<u>\$5,608,503</u>	<u>\$357,719,445</u>
CENTRALIZED EXPENSES:					
Diesel Fuel	\$7,784,556	\$3,728,485	\$8,063,231	\$0	\$19,576,272
Motive Electricity	6,526,980	0	0	310,000	6,836,980
Claims, Insur. & Risk Management	9,781,812	2,055,001	5,722,221	602,667	18,161,701
Regional Services	9,293,878	1,972,397	4,935,989	351,922	16,554,186
Downtown Stations	<u>5,515,689</u>	<u>4,102,012</u>	<u>1,126,764</u>	<u>0</u>	<u>10,744,465</u>
TOTAL CENTRALIZED EXP.	<u>\$38,902,915</u>	<u>\$11,857,895</u>	<u>\$19,848,205</u>	<u>\$1,264,589</u>	<u>\$71,873,604</u>
TOTAL OPERATING EXPENSE	<u>\$247,878,179</u>	<u>\$49,822,513</u>	<u>\$125,019,265</u>	<u>\$6,873,092</u>	<u>\$429,593,049</u>
FUNDING REQUIREMENT	<u>\$114,159,798</u>	<u>\$14,079,743</u>	<u>\$64,326,437</u>	<u>\$3,672,091</u>	<u>\$196,238,069</u>
RECOVERY RATIO					55.00%

2001 Budget Summary and 2002-2003 Financial Plan

Table 4

(\$ in 000's)	2001 Budget	2002 Plan	2003 Plan
OPERATING REVENUES (Note 1)			
Passenger Revenue	\$183,813	\$186,570	\$189,369
Reduced Fare Subsidy	2,720	2,720	2,720
Other Revenue	46,822	48,639	50,536
Req. Addit'l Revenue (Note 2)	<u>0</u>	<u>5,321</u>	<u>10,898</u>
TOTAL OPERATING REVENUE	<u>\$233,355</u>	<u>\$243,250</u>	<u>\$253,523</u>
OPERATING EXPENSES:			
Maintenance of Way	\$81,090	\$84,435	\$87,902
Maintenance of Equipment	94,591	99,519	103,385
Transportation	143,358	148,724	154,639
Administration	38,681	40,422	42,031
Fuel & Power	26,413	27,132	27,871
Claims, Insurance and Risk Management	18,162	18,705	19,406
Regional Services	16,554	17,154	17,780
Downtown Stations	<u>10,744</u>	<u>11,064</u>	<u>11,390</u>
SUBTOTAL OPERATING EXPENSES	<u>\$429,593</u>	<u>\$447,155</u>	<u>\$464,404</u>
Service Enhancements (Note 3)	<u>-</u>	<u>500</u>	<u>2,000</u>
TOTAL OPERATING EXPENSES	<u>\$429,593</u>	<u>\$447,655</u>	<u>\$466,404</u>
TOTAL FUNDING REQUIREMENTS	<u>\$196,238</u>	<u>\$204,405</u>	<u>\$212,881</u>
RECOVERY RATIO (Note 4)	55.00%	55.00%	55.00%
<p>Note 1. System Generated Revenues and Revenue Recovery Ratio calculations do not include proceeds from Metra's 5% Capital Farebox Program.</p> <p>Note 2. Current projections indicate that additional revenue may be required to achieve a 55% Recovery Ratio. Metra at this time does not propose a fare increase in 2002 or 2003. Before recommending a fare adjustment, Metra would evaluate expense plans and make necessary reductions as appropriate.</p> <p>Note 3. Several service options are under study and will be more fully developed in future budgets.</p> <p>Note 4. For Calculation of Revenue Recovery Ratios, see Table 2.</p>			

2001-2005 Capital Program

It appears that the year 2001 is shaping up as one of Metra's biggest years ever. Metra's ridership has reached an all-time high, and all signs indicate that this growth will continue. We are fortunate that as our ridership continues to grow, so does capital funding from federal, state, and local sources.

The ever increasing ridership brings with it needed improvements and expansion of Metra's capital assets. While the year 2001-2005 capital program focuses on investments that maximize the efficiency of our existing rolling stock, rail system, and stations, it also directs dollars towards expansion opportunities, including the upgrade and expansion of three commuter lines, the development of new stations and parking facilities, and the purchase of new locomotives and commuter cars.

Sources of Funds

The federal government has consistently been Metra's most reliable funding source, through its two main transit funding sources, the Rail Modernization and the Formula capital financing programs. These two programs will again be the backbone throughout Metra's 2001-2005 capital development program.

Metra is also seeking financial support from the federal New Start program for three projects: the North Central Service Expansion, the SouthWest Service Expansion and Extension, and the Union Pacific West Line Extension. The total amount Metra is to receive under this program is yet to be determined.

As in years past, the Congestion Mitigation and Air Quality Program (CMAQ) and the Surface Transportation Program (STP) will provide funding for a variety of station and parking projects. A new federal program commonly referred to as "Welfare to Work" will provide funding for shuttle service from some of Metra's stations to suburban employment centers. Metra will be matching these programs with its own funds.

The State of Illinois is able to provide much more funding than in recent years, and Metra is beginning to realize the positive financial benefits of Illinois FIRST. The Illinois Department of Transportation (IDOT) is aggressively pursuing the development of transit projects, and is working with Metra and local communities to improve transit throughout the region. Metra expects to receive capital dollars in the year 2001 from Illinois bonds, which will match a large portion of the federally funded program, including the match to federally funded New Start projects. Some of the dollars will also go to projects that are funded entirely by the State of Illinois.

The Regional Transportation Authority (RTA) will continue to provide funding to help finance Metra's capital program through the RTA's discretionary funding program. RTA has also received additional bonding authority through Illinois FIRST. These Strategic Capital Improvement Program bond funds, referred to as SCIP II, will be used towards the purchase of new bi-level commuter cars, the rehabilitation of commuter cars, the renewal of many of Metra's bridges, and the match to federally-funded New Start projects.

Metra will also rely on its own funds derived from the farebox and sales tax to supplement the capital program. As the capital program proceeds from the farebox are directly related to ridership, this source of capital financing will increase as more and more riders use the Metra system. The dol-

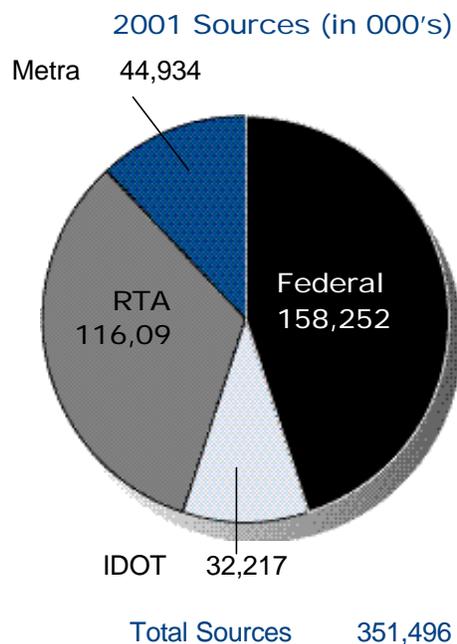
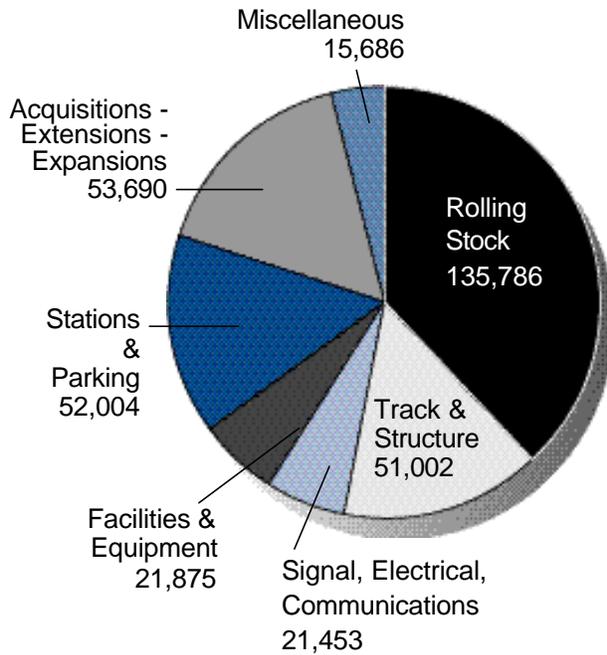


Figure 3

2001 Uses (in 000's)



Total Uses

Figure 4

lars are then funneled back into the program to enhance and improve Metra's capital assets.

Uses of Funds

The 2001 capital program contains a number of projects, which either maintain and enhance the existing system, or expand commuter rail service. All of these aspects are necessary in order for Metra to effectively compete for commuters in northeastern Illinois. Some of the funding highlights for the year 2001 include:

Rolling Stock: Metra will use federal and Ostate funds to purchase 26 new locomotives. Some of the new locomotives will be used to replace existing fleet that is reaching the end of its useful life. Others will be used as back up units across the system, as well as for expansion purposes. Up to 30 existing locomotives will be rehabilitated in order to increase efficiency and provide even better service.

Riders will notice up to 300 new commuter cars as part of Metra's fleet. Some of the

cars will replace older, aging cars. Others will be used as back-up units or for capacity increasing purposes. All of the new cars will be accessible to the disabled, enabling Metra to adhere to requirements of the Americans with Disabilities Act (ADA). Additionally, many of the existing commuter cars will be rehabilitated, which will allow them to remain in service without any other major rehabilitation for another 10 years.

Track and Signal: Every year, forces from Metra, the Union Pacific (UP) Railroad, and the Burlington Northern Santa Fe (BNSF) Railroad work to rehabilitate the track throughout northeastern Illinois. Workers routinely replace ties and resurface rail in order to provide for reliable and continuous travel. Signals and interlockers are also evaluated to determine where improvements are necessary to reduce interference with other railroads, and to improve on-time performance.

Bridges and Other Structures: A number of Metra's bridges on all of the lines are scheduled for rehabilitation or replacement. In years past, Metra's ability to address its numerous bridges has been hampered, by high cost and difficulty in actually rehabilitating the structures. The increases in funding will allow Metra to better address these areas.

Funding for a grade separation between the BNSF tracks and Belmont Road in Downers Grove is also programmed for the years 2001-2005. Design is already under way for a structure that will depress Belmont Road under the tracks and Burlington Avenue. The multi-million dollar project has received support from state, county, and local officials, as well as from Metra and the BNSF. While there may be a need for additional grade separations throughout the region, their high cost makes it difficult to implement them all at this time.

Facilities: These types of projects include improvements to coach and locomotive storage yards, shop buildings, work crew headquarters, material and equipment stor-

age buildings, and office buildings. The 47th Street yard and shops on the Rock Island District are in need of major rehabilitation. The yard and shops have suffered considerable deterioration over the years, and will be refurbished and replaced with more modern facilities and equipment.

Stations and Parking: Metra's stations are one of the most visible representations of our service throughout this region. In addition to the functional value that they provide, stations also serve as a focal point for many communities. Many of the stations will be refurbished to provide more modern facilities, as well as to provide better access for our disabled customers.

In the City of Chicago, some of the South Chicago Branch stations on the Metra Electric District will see major improvements. The Jefferson Park station on the Union Pacific Northwest line will undergo a major rehabilitation, and will result in a handicap-accessible connection with the CTA Jefferson Park station.

Improvements to Randolph Street are currently in design and will complement the new Millennium Park that is being developed by the City of Chicago. The station will ultimately include vendor areas and improved waiting space. Metra and Amtrak are also teaming up to design improvements to the ventilation system at Union Station, and the south concourses of Union Station will be "opened up" to provide pedestrian access out to Jackson Boulevard.

A new station will be constructed in Libertyville on the Milwaukee North line near the Prairie Crossing development. This station will be co-located with the Prairie Crossing station on the North Central Service and will serve as a transfer point between the two lines. Another new station is planned in Downers Grove on the Burlington Northern Santa Fe line near Walnut Avenue, between the Lisle station and the Belmont Road station. Approximately 900 parking spaces will ultimately be provided at this station.

Quite often, the availability of commuter parking spaces is the driving force behind increased ridership. In the year 2001, Metra has programmed the construction of over 1,900 additional parking spaces at stations throughout the region to ensure that this factor does not restrict our growth.

Acquisitions, Extensions and Expansions: Metra has three "New Start" projects to expand its service on the North Central Service, the Union Pacific West line, and the SouthWest Service. Preliminary engineering and environmental reviews for all three projects are complete. Metra will now begin final design phase of these projects and will be seeking federal funding to pay for the initiation of construction during the year 2001. Construction activities are expected to continue over the next five years.

Shuttle Service: Thanks, in part, to new federal funding sources, Metra is able to offer shuttle service from seven of its suburban stations to various employment centers throughout the Region. In cooperation with Pace, and in some cases, the local businesses, shuttle buses will provide service that is similar to the nationally recognized program that is currently provided in the Lake Cook Road corridor. The shuttle services allow many inner-city workers to access employment in the job-rich suburban areas.

The capital program presented in this document represents Metra's ability to balance the maintenance needs of the existing system with expansion and enhancement opportunities, all of which ultimately benefit our riders. The funding increases from federal, state and local sources make this task easier, but Metra must continue to secure additional financial resources in order for commuter rail to remain an attractive option to driving in northeastern Illinois.



Table 5

(\$ in 000's)

CAPITAL ASSET & PROJECT	RR	2001	2002-2005	TOTAL
ROLLING STOCK				
Purchase of New Locomotives	MET	22,100	31,672	53,772
Mid-Life Rehabilitation of 130 Locomotives	MET	1,950	36,913	38,863
Overhaul and Upgrade Traction Motors	MET	750	3,000	3,750
Replace Fuel Tanks on Model F40PH Locomotives	MET	0	2,400	2,400
New Bi-Level Commuter Cars	MET	90,114	315,100	405,214
Life Extending Rehabilitation of Commuter Cars	BNS	10,921	32,599	43,520
Life Extending Rehabilitation of Commuter Cars	MET	3,550	53,130	56,680
FRA Required Window Glazing	MET	0	500	500
Standardization of Commuter Car Equipment	MET	1,000	0	1,000
Car and Locomotive Improvements	MET	400	1,900	2,300
Overhaul Traction Motors	MED	1,000	5,000	6,000
Rolling Stock Replacement	MED	0	55,000	55,000
Maintenance Tracking System	MET	0	3,000	3,000
Fleet Component Overhaul	MET	4,000	17,100	21,100
Rolling Stock Subtotal		<u>135,786</u>	<u>557,314</u>	<u>693,099</u>
TRACK & STRUCTURE				
Replace Ties, Ballast and Switch Heaters	BNS	1,500	5,015	6,515
Replace Ties and Ballast	MET	10,169	30,000	40,169
Rail, Turnouts, and Crossings	MET	9,422	29,655	39,077
Ballast Undercutting and Surfacing	MET	275	4,220	4,495
Ballast Undercutting at Stations	UPR	500	1,600	2,100
Extend Sidings and Other Improvements	NCS	5,000	7,000	12,000
Rehabilitate Bridges	MED	0	19,925	19,925
Bridges for Illinois FIRST	MET	2,586	138,149	140,735
Rehabilitate Bridges	MWD	3,100	35,200	38,300
Rehabilitate Bridges	RID	500	21,100	21,600
Rehabilitate Bridges	SWS	0	1,000	1,000
Rehabilitate Bridges	UPR	600	4,600	5,200
Rehabilitate Bridges on NW Line	UPR	14,000	16,000	30,000
Rehabilitate Retaining Walls	BNS	0	1,500	1,500
Rehabilitate Retaining Walls	MET	1,000	4,000	5,000
Rehabilitate Retaining Walls	UPR	1,000	9,000	10,000
Inter-Track and Right-of-Way Fencing	MET	450	1,800	2,250
Belmont Road Grade Separation	BNS	0	4,000	4,000
Rehabilitate Catenary Structures	MED	600	5,100	5,700
Handrailings and Walkways	UPR	300	900	1,200
Track & Structure Subtotal		<u>51,002</u>	<u>339,764</u>	<u>390,766</u>

Table 5 (continued)

(\$ in 000's)

CAPITAL ASSET & PROJECT	RR	2001	2002-2005	TOTAL
SIGNAL, ELECTRICAL & COMMUNICATIONS				
Coded Track Circuits and Underground Cable	BNS	1,800	18,900	20,700
Coded Track Circuits and Underground Cable	MED	0	1,500	1,500
Bi-Directional Signalling	MED	500	3,300	3,800
Upgrade Signal Circuits	MWD	0	2,000	2,000
Upgrade CTC	MWD	0	1,500	1,500
West Line Signal Upgrades	MWD	600	600	1,200
Upgrade Signal Circuits	RID	0	1,500	1,500
Upgrade Signal Circuits	UPR	0	500	500
Crossing Improvements and Upgrades	BNS	0	1,400	1,400
Crossing Improvements and Upgrades	MET	500	6,600	7,100
Lake Street Interlocker Improvements	CUS	7,000	17,200	24,200
Upgrade Interlockers	MWD	0	5,000	5,000
Upgrade Interlockers	RID	0	13,800	13,800
Upgrade Interlockers	UPR	5,500	24,600	30,100
Upgrade Electrical Systems at Substations	MED	150	1,050	1,200
SCADA	MED	450	0	450
Replace Catenary Wire	MED	0	1,000	1,000
Replace AC & DC Transmission Lines	MED	400	2,965	3,365
Standby Power and Backup Systems	MET	900	3,100	4,000
CUS Ventilation System	CUS	1,000	0	1,000
Electrical Power Efficiency Improvements	MET	150	600	750
Fueling Facility at Clinton Street	UPR	1,100	0	1,100
Train Operations Passenger Information System	MET	600	0	600
Misc. Communications System Improvements	MET	203	2,600	2,803
ADA Passenger Communications Improvements	MET	0	6,000	6,000
Replace Switch Heaters	UPR	600	0	600
Cable and Battery Replacements	UPR	0	1,200	1,200
Signal, Electrical & Communications Subtotal			21,453	116,915
138,368				
FACILITIES & EQUIPMENT				
Upgrade 47th Street Yard and Shops	RID	0	80,000	80,000
Upgrade California Avenue and M19A Facilities	UPR	0	11,000	11,000
Upgrade Substation Buildings	MED	800	2,000	2,800
Refurbish 547 West Jackson Blvd. Headquarters	MET	3,800	700	4,500
Upgrade B-1 Building at Western Ave. Yard	UPR	0	1,500	1,500
Employee Welfare Facilities	UPR	0	2,550	2,550
Office Equipment	MET	390	1,120	1,510
Equipment and Vehicles	MET	8,135	21,975	30,110
MIS Equipment and Software	MET	2,000	7,350	9,350
Enterprise Resource Planning System	MET	2,500	1,000	3,500
Renew Yards, Shops, and Other Facilities	BNS	2,400	0	2,400
Renew Yards, Shops, and Other Facilities	MET	1,850	6,000	7,850
Facilities & Equipment Subtotal		21,875	135,195	157,070

2001-2005 Capital Program cont.

Table 5 (continued)

(\$ in 000's)		RR	2001	2002-2005	TOTAL
STATIONS & PARKING					
Highlands Station	BNS		200	0	200
Western Avenue Station	BNS		300	0	300
Aurora Station Parking	BNS		0	2,500	2,500
CUS Platforms and Pedestrian Exits	CUS		500	3,000	3,500
Randolph St. Station Changes	MED		3,000	0	3,000
Station Upgrades	MED		600	2,400	3,000
South Chicago Branch Stations and Parking	MED		3,000	16,000	19,000
93rd Street Commuter Station Relocation & Parking	MED		405	855	1,260
Van Buren Street Station Pedestrian Exits	MED		300	0	300
Station and Parking Engineering	MET		5,500	22,000	27,500
ADA Related Improvements	MET		5,100	5,200	10,300
Station Signs	MET		500	1,000	1,500
Willow Springs Station	MHC		300	600	900
Bartlett Station and Parking	MWD		875	2,600	3,475
Medinah Station	MWD		500	0	500
Itasca Station Access and Parking	MWD		400	0	400
Schaumburg Station	MWD		1,500	0	1,500
Fox Lake Station	MWD		400	0	400
Libertyville Station Platform	MWD		0	175	175
80th Avenue Station Parking	RID		0	700	700
Midlothian Station	RID		800	0	800
Dee Road Station and Parking	UPR		0	1,000	1,000
Davis Street Station	UPR		0	1,000	1,000
Main St.-Evanston Station	UPR		2,054	0	2,054
Jefferson Park Station	UPR		1,900	0	1,900
Ravenswood Station	UPR		150	0	150
Norwood Park Station	UPR		250	0	250
Oak Park Transportation Center	UPR		270	570	840
Richton Park Station Parking	MED		425	0	425
Olympia Fields Station Parking	MED		3,700	0	3,700
Parking Lot Property Appraisals	MET		225	900	1,125
Harvey Station and Parking	MED		0	1,100	1,100
Romeoville - New Station	MHC		0	5,000	5,000
Prairie Crossing Station	MWD		850	0	850
Palos Heights - New Station	SWS		1,550	0	1,550
Manhattan - New Station	SWS		500	0	500
Roselle Station	MWD		400	0	400
River Grove Station Parking	MWD		200	0	200
Antioch Station Parking	NCS		0	350	350
New Lenox Station Parking	RID		350	0	350
Midlothian Station Parking	RID		400	0	400
Orland Park - 143rd Street Parking	SWS		500	1,500	2,000
Wrightwood Station Parking	SWS		450	0	450
Harvard Station Parking	UPR		400	0	400
West Chicago Station Parking	UPR		600	500	1,100
Crystal Lake Station Parking	UPR		500	0	500

Table 5 (continued)

(\$ in 000's)

CAPITAL ASSET & PROJECT	RR	2001	2002-2005	TOTAL
STATIONS & PARKING (Cont'd)				
BN Tollway New Station	BNS	0	11,000	11,000
North Glenview New Commuter Station	MWD	2,250	0	2,250
Pingree Road New Station	UPR	5,000	0	5,000
Site Acquisition for Parking and Stations	MET	4,000	8,000	12,000
Miscellaneous Station and Parking Improvements	MET	0	34,875	34,875
Stations & Parking Subtotal		<u>52,004</u>	<u>121,825</u>	<u>173,829</u>
ACQUISITIONS - EXTENSIONS - EXPANSIONS				
New Start Land Acquisition	MET	8,200	0	8,200
NCS Expansion	NCS	17,808	136,443	154,252
SWS Improvements and Extension	SWS	15,243	130,587	145,830
UPR West Line Extension	UPR	12,439	83,653	96,092
Acquisitions - Extensions - Expansions Subtotal			<u>53,691</u>	<u>350,683</u>
404,374				
MISCELLANEOUS				
Corridor Feasibility Studies	MET	325	0	325
Unanticipated Capital	MET	2,280	7,200	9,480
Material Handling Additives	MET	2,000	8,000	10,000
Access To Jobs Program	MET	500	0	500
North Glenview Shuttle	MET	390	0	390
Miscellaneous Engineering	MET	2,500	10,000	12,500
Project Administration	MET	500	2,000	2,500
Contingencies	MET	7,191	9,529	16,719
Miscellaneous Subtotal		<u>15,686</u>	<u>36,729</u>	<u>52,414</u>
TOTAL PROGRAM		<u><u>351,496</u></u>	<u><u>1,658,424</u></u>	<u><u>2,009,920</u></u>

Abbreviations:

BNS = Burlington Northern Santa Fe
 CUS = Chicago Union Station
 MED = Metra Electric District
 MET = Metra, Systemwide
 MWD = Milwaukee District
 NCS = North Central Service
 RID = Rock Island District
 SWS = SouthWest Service
 UPR = Union Pacific Railroad

AC = Alternating Current
 ADA = Americans with Disabilities Act (1990)
 CCF = Consolidated Control Facility
 CTC = Centralized Traffic Control
 CWTD = Constant Warning Time Device
 FRA = Federal Railroad Administration
 HVAC = Heating Ventilation and Air Conditioning
 ICC = Illinois Commerce Commission
 KV = Kilovolt, i.e. 1,000 volts
 MIS = Management Information System
 MOW = Maintenance of Way
 NW = Northwest
 ROW = Right of Way
 SCADA = Supervisory Control and Data Acquisition

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Physical Description

Carrier/Line	Location of Outlying Terminal	Downtown Chicago Terminal	Number of Stations in Illinois	Number of Stations Out of State	Total Stations	Accessible Stations Partial	Accessible Stations Full	Locomotives	Trailer Cars	Cab Cars	Electric Propelled	Track Miles	Route Miles
Burlington Northern Santa Fe	Aurora, IL (Kane Co.)	CUS*	27	0	27	7	11	25	126	26	0	144.0	37.5
Union Pacific North	Kenosha, WI (Kenosha Co.)	OTC#	25	1	26	1	17					107.5	51.6
Northwest	Harvard, IL (McHenry Co.)	OTC	21	0	21	7	8					161.1	63.1
West	Geneva, IL (Kane Co.)	OTC	17	0	17	3	11					128.0	35.5
McHenry Branch	McHenry, IL (McHenry Co.)	OTC	1	0	1	1	0					8.0	7.4
Total**			61	1	62	12	34	50	253	64	0	402.0	154.7
South Shore (NICTD)	South Bend, IN (St Joseph Co.)	Randolph	8	12	20	0	4	0	0	0	58	148.9	90.1
Electric District Main Line	University Pk, IL (Will Co.)	Randolph	34	0	34	0	12					86.0	31.5
Blue Island Branch	Blue Island, IL (Cook Co.)	Randolph	7	0	7	0	0					5.0	4.4
So Chicago Branch	Chicago, IL (Cook Co.)	Randolph	8	0	8	0	1					11.3	4.7
Total**			49	0	49	0	13	0	0	0	165	102.3	40.6
Heritage Corridor	Joliet, IL (Will Co.)	CUS	6	0	6	0	6	3	10	4	0	78.0	37.2
Milwaukee District North	Fox Lake, IL (Lake Co.)	CUS	20	0	20	5	12					97.0	49.5
West	Elgin, IL (Kane Co.)	CUS	23	0	23	5	13					96.0	39.8
Total**			41	0	41	10	23	27	97	45	0	179.6	83.9
North Central Service	Antioch (Lake Co.)	CUS	14	0	14	0	14	4	21	4	0	60.7	52.8
SouthWest Service	Orland Park, IL (Cook Co.)	CUS	10	0	10	0	9	4	18	4	0	44.5	28.9
Rock Island Main Line	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	7	1					13.3	6.6
Total**			25	0	25	10	11	17	78	31	0	97.1	46.8
System Totals**			227	13	240	39	115	130	603	178	223	1,189.4	545.8

*CUS=Chicago Union Station

#OTC=Ogilvie Transportation Center

**Totals adjusted to avoid double-counting.

Operating & Service Characteristics

Carrier/Line	Revenue Trains			Train Miles Jul 99-Jun 00	Car Miles Jul 99-Jun 00	Scheduled Speeds			On-Time Performance	
	Weekday	Sat	Sun/Hol			Weekday Peak	Weekday Off-Peak	Weekend/Holiday	1999 Average	Jan-Jun 00 Average
Burlington Northern Santa Fe	94	28	18	885,569	6,094,903	32.7	26.4	27.3	92.0%	97.4%
Union Pacific										
North	62	22	16	697,435	3,686,662	30.7	27.1	32.1	97.0%	98.2%
Northwest	63	27	15	936,443	6,075,490	34.3	29.8	30.4	96.4%	98.0%
West	59	20	14	550,660	3,360,635	31.6	29.0	28.5	93.2%	96.6%
Total	184	69	45	2,184,538	13,122,787				95.6%	97.6%
South Shore (100%)	41	21	21	755,215	3,162,530	35.6	35.1	38.1	86.8%	87.3%
Electric District										
Main Line	79	46	20	727,421	3,119,737	32.4	27.7	28.5	96.7%	99.0%
Blue Island	37	30	0	152,534	324,473	24.2	20.8	21.4	97.9%	99.7%
So. Chicago	54	48	20	224,043	644,794	20.6	15.4	18.3	98.1%	99.5%
Total	170	124	40	1,103,998	4,089,004				97.4%	99.3%
Heritage Corridor	6	0	0	57,289	248,466	35.0	—	—	83.1%	92.6%
Milwaukee District										
North	58	20	18	738,604	3,818,075	34.1	30.1	29.2	94.1%	95.6%
West	58	22	18	658,700	4,184,422	31.6	29.0	27.5	93.8%	95.2%
Total	116	42	36	1,397,304	8,002,497				94.0%	95.4%
North Central Service	10	0	0	136,281	707,760	36.9	36.8	—	89.7%	90.2%
SouthWest Service	16	0	0	130,374	956,974	27.0	25.1	—	89.8%	94.5%
Rock Island District	68	20	16	702,221	4,167,039	29.5	26.5	30.1	97.1%	97.6%
System Totals	705	304	176	7,352,789	40,551,960	31.7	27.1	27.7	94.7%	96.8%

Zone	Burlington		Union Pacific North		Union Pacific Northwest		Union Pacific West		Electric Main Line		Electric Blue Island		Electric So Chicago		Heritage Corridor		Milwaukee North		Milwaukee West		N. Central Service		Southwest Service		Rock Island Main		Rock Island Branch	
	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP	Sta.	MP
A	CLS	0.0	OTC	0.0	OTC	0.0	Rendolph	0.0	30th St	9.1	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Haled	1.8	O'youm	2.9	Kedzie	3.6	Van Buren	0.8	BrynMwr	9.7	Western	2.9	Western	2.9	Western	2.9	Western	2.9	Western	2.9	Western	2.9	Western	2.9	Western	2.9	Western	2.9
	Western	3.8					Roosevelt	1.4	SShore	10.3																		
B	Dicor	7.0	Ronsid	6.5	OakPk	8.5	47th	5.9	30th St	9.1	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Oybe	8.5	RogersPk	9.4	RdFrst	9.7	53rd	6.5	BrynMwr	9.7	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	LaVigne	9.1	JffrnPk	9.1	Belvid	12.6	56th	7.0	SShore	10.3	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
C	Brookfld	12.3	Central	13.3	PKRdge	13.5	91st	11.4	WindsPk	10.9	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	DgrsPk	13.1	Wilmette	14.4	DeerD	15.0	59th	7.4	79th	11.5	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	LaGrnge	13.8					63rd	7.9	83rd	12.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
D	StonAve	14.2					79th	10.0	87th	12.5	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	WSpngs	15.5	MainSt	11.0	MvwdPk	11.4	83rd	10.4	91st	13.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Hghnds	16.4	Davis	12.0	EdisonPk	12.6	87th	10.9	137th	17.3	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
E	Hinsdale	16.9	Wilmeka	16.6	Belvid	12.6	91st	11.4	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Whitrsld	17.8	HoodWds	17.7	Harvey	20.0	147th	19.0	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	DndHls	18.3	Glencoe	19.2			Harvey	20.0	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
F	Westmt	19.5					115th	14.5	107th	13.5	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Fairvew	20.4	Brasside	20.5	AlngHts	22.8	137th	17.3	137th	17.3	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	MainSt	21.2	Ravnia	21.5	ArngPk	24.4	147th	19.0	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
G	Belmont	22.6	HjndPk	23.0	Wheaton	25.0	Harvey	20.0	200	20.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Lise	24.5	Hghnd	24.5							CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	Nprville	28.5	RShdn	25.7	Palatine	26.8	Harvey	20.0	200	20.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
H	Brkfld	31.6	LkBluff	30.2	Brgln	31.9	115th	14.5	200	20.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	GrLakes	32.2	GrLakes	32.2	FoxRvGr	37.3	115th	14.5	200	20.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	NChicago	33.7	NChicago	33.7	Cary	38.6	147th	19.0	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
I	Aurora	37.5	Wauvgn	35.9	FoxRvGr	37.3	147th	19.0	147th	19.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
J	Zion	42.1	OySilk	40.2							CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
	WhitnHb	44.5									CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
K	Kenosha	51.5	McHenry	50.6	Whtstck	51.6					CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
M											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0
											CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0	CLS	0.0

NOTE: M/P represents Mile Post

Forecasted Ridership and Vehicle Miles • 1999-2003

	1999 Actual	2000 Six Month Actual	2000 Year-End Projected	2001 Forecast	2002 Forecast	2003 Forecast
Passenger Trips						
Burlington Northern						
Santa Fe	14,537,597	7,382,697	14,909,092	15,058,183	15,284,056	15,513,317
Union Pacific	24,537,205	12,331,889	24,888,827	25,137,716	25,514,781	25,897,503
South Shore (100%)	3,758,809	1,885,885	3,835,502	3,873,857	3,931,964	3,990,944
Electric District	11,874,881	6,001,394	12,192,226	12,314,148	12,498,860	12,686,343
Heritage Corridor	371,954	228,488	426,938	431,208	437,676	444,241
Milwaukee District	12,911,486	6,539,908	13,300,344	13,433,347	13,634,847	13,839,370
North Central Service	1,025,769	546,728	1,099,687	1,110,684	1,127,345	1,144,255
SouthWest Service	1,504,345	760,682	1,515,839	1,530,997	1,553,962	1,577,271
Rock Island	9,016,495	4,645,179	9,334,667	9,428,014	9,569,434	9,712,975
System Total	79,538,541	40,322,850	81,503,122	82,318,154	83,552,926	84,806,220
Year-to-Year Change			2.5%	1.0%	1.5%	1.5%
Passenger Miles						
Burlington Northern						
Santa Fe	320,627,964	163,670,641	330,509,494	333,797,245	338,804,203	343,886,267
Union Pacific	554,608,113	278,237,468	560,782,934	565,627,332	574,111,742	582,723,418
South Shore (100%)	109,455,918	54,892,167	110,300,874	112,083,189	113,764,437	115,470,903
Electric District	222,912,577	112,648,057	229,338,954	232,109,192	235,590,830	239,124,692
Heritage Corridor	9,861,897	5,891,197	10,966,412	11,027,804	11,193,221	11,361,119
Milwaukee District	306,508,211	154,884,790	314,790,613	317,741,420	322,507,542	327,345,155
North Central Service	30,017,398	15,972,803	32,009,631	32,211,864	32,695,042	33,185,467
SouthWest Service	28,015,912	14,236,014	28,366,843	28,648,703	29,078,433	29,514,610
Rock Island	177,083,100	91,653,019	184,157,563	185,976,402	188,766,049	191,597,539
System Total	1,759,091,090	892,086,156	1,802,223,318	1,819,223,151	1,846,511,498	1,874,209,171
Year-to-Year Change			2.5%	0.9%	1.5%	1.5%
Revenue Car Miles						
Burlington Northern						
Santa Fe	4,834,449	2,449,123	4,897,663	5,000,495	5,024,924	5,033,453
Union Pacific	10,022,587	5,052,156	10,038,068	10,182,231	10,233,143	10,254,204
South Shore (100%)	2,898,266	1,448,158	2,885,039	2,924,992	2,939,617	2,947,694
Electric District	3,666,683	1,895,499	3,764,568	3,814,116	3,833,186	3,840,798
Heritage Corridor	225,435	122,685	242,511	246,143	247,373	247,635
Milwaukee District	5,005,845	2,535,128	5,033,914	5,106,727	5,132,260	5,142,281
North Central Service	578,065	289,217	571,709	580,286	583,187	583,805
SouthWest Service	505,296	253,713	501,530	509,057	511,602	512,144
Rock Island	2,591,321	1,319,666	2,616,206	2,654,397	2,667,669	2,672,043
System Total	30,327,947	15,365,345	30,551,208	31,018,443	31,172,962	31,234,058
Year-to-Year Change			0.7%	1.5%	0.5%	0.2%

Ridership Related Statistics July 1999 to June

Trip	Passenger Loads (conductor counts)						Annual Passenger	Annual Passenger	Annual Passenger	Avg Rev Per Psngr	Avg Length		
	Weekday Average			Avg									
Burlington Northern Santa Fe	44,932	1,843	5,547	3,914	56,236	9,361	4,986	295,524	14,721,226	326,660,726	\$35,912,145	\$2.44	22.2
Union Pacific	20,069	3,012	2,978	2,173	28,251	7,730	4,841	153,827	8,563,758	171,094,595	20,462,575	\$2.39	20.0
North	29,965	2,676	4,218	1,993	38,852	7,868	4,929	207,058	9,260,248	235,871,634	24,332,806	\$2.63	25.5
Northwest	23,381	916	2,408	1,623	28,327	5,335	3,174	150,145	6,906,124	153,007,278	16,448,921	\$2.38	22.2
West	73,435	6,604	9,604	5,788	95,431	20,933	12,944	511,030	24,730,130	559,973,507	61,244,302	\$2.48	22.6
South Shore (100%)	10,059	249	1,705	820	12,832	3,741	2,315	70,214	3,818,303	111,897,212	13,604,414	\$3.56	29.3
Electric District	26,733	441	3,340	1,881	32,385	5,248	2,284	169,504	10,162,693	201,888,166	23,465,576	\$2.31	19.9
Main Line	2,316	145	327	115	2,903	580	0	15,095	375,924	6,499,218	831,744	\$2.21	17.3
Blue Island	5,930	299	1,110	487	7,826	2,322	749	42,198	1,454,098	16,112,678	2,110,925	\$1.45	11.1
So Chicago	34,979	885	4,776	2,483	43,123	8,149	3,033	226,798	11,992,715	224,500,062	26,408,245	\$2.20	18.7
Heritage Corridor	1,868	0	0	0	1,868	0	0	9,342	420,543	10,933,148	1,100,211	\$2.62	26.0
Milwaukee District	16,774	1,767	2,143	1,559	22,244	3,962	2,229	117,412	6,717,388	162,301,093	17,616,437	\$2.62	24.2
North	18,166	863	2,241	1,266	22,536	4,063	2,646	119,390	6,386,687	148,760,875	16,006,174	\$2.51	23.3
West	34,940	2,630	4,385	2,825	44,780	8,026	4,875	236,802	13,104,075	311,061,968	33,622,611	\$2.57	23.7
North Central Service	4,273	31	91	0	4,395	0	0	21,977	1,066,085	31,126,878	3,105,004	\$2.91	29.2
SouthWest Service	6,159	29	409	80	6,677	0	0	33,383	1,512,830	28,287,096	3,391,552	\$2.24	18.7
Rock Island District	29,627	319	3,257	1,064	34,267	2,939	1,614	175,889	9,177,837	180,847,606	20,946,672	\$2.28	19.7
System Totals	240,272	12,590	29,773	16,974	299,609	53,147	29,767	1,580,957	60,543,744	1,785,286,203	\$199,335,156	\$2.47	22.2

* Includes proceeds from 5 % Capital Fare box Financing Program.

Ticket Sales by Ticket Type — July 1999 - June 2000

Carrier/Line	Monthly	25-Ride	Regular Ten-Ride	Station One-Way	Conductor One-Way	Weekend	Link-Up	PlusBus
Burlington Northern Santa Fe	217,988	N/A	356,591	871,854	493,842	167,974	13,043	4,212
Union Pacific								
North	101,233	N/A	265,657	566,135	614,423	152,238		
Northwest	122,526	N/A	221,391	741,628	653,065	154,721		
West	96,421	N/A	164,781	477,488	375,514	102,243		
Total	320,180	N/A	651,829	1,785,251	1,643,002	409,202	10,784	1,967
South Shore (100%)	52,123	12,645	24,515	564,488	457,076	N/A	N/A	N/A
Electric District								
Main Line	142,143	N/A	206,095	1,134,676	605,290	77,451		
Blue Island	5,856	N/A	6,183	34,338	22,368	2,363		
So Chicago	18,231	N/A	35,695	225,534	88,087	361		
Total	166,230	N/A	247,973	1,394,548	715,745	80,175	9,416	1,182
Heritage Corridor	7,351	N/A	7,560	14,880	14,072	N/A	**	**
Milwaukee District								
North	86,871	N/A	182,122	436,225	471,367	102,468		
West	91,124	N/A	136,193	438,761	401,504	107,207		
Total	177,995	N/A	318,315	874,986	872,871	209,675	7,842	877
North Central Service	16,423	N/A	22,551	38,446	94,343	535	141	50
SouthWest Service	26,810	N/A	25,005	45,837	63,826	300	**	**
Rock Island District	143,835	N/A	202,398	539,686	295,537	54,988	3,569	215
System Totals	1,128,935	12,645	1,856,737	6,129,976	4,650,314	922,849	44,795	8,503

**Included with Milwaukee District sales

N/A: Not Available

Fare Structure

Commuter rail fares are set according to travel between designated fare zones, which are set 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 the Northern Indiana Commuter Transportation District (NICTD).

A uniform base fare is charged for travel within a zone and increments are added to the base fare as additional fare zone boundaries are crossed. The present base fare from downtown Chicago is \$1.75 for a one-way trip (Zone A to A) and the incremental charge is \$.20 for the first zone (Zone A to B) and \$.35 or \$.40 for each zone thereafter.

Within the general structure of zones and one-way fares, an assortment of ticket forms and purchase methods is 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 a trip-limited ticket (i.e., one-way or ten-ride). Riders can also purchase their transportation while on board a train, although a \$1 service charge is assessed if a ticket agent was on duty at the time and place of boarding. Tickets can be bought 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 by the internet (monthly and ten-ride). The table below is a presentation of the pricing formula associated with each ticket form and other features of rail tickets.

Fares are also classified as full-fare or reduced. Riders eligible for reduced fares

include elderly and mobility limited persons who are in possession of an RTA Special User Card, children aged 7-11, students (high school age and below, traveling to and from school) and military personnel traveling in uniform. Children under the age of 7 travel free if accompanied by a fare-paying adult passenger.

With their substantial price incentive, and the convenience of an unlimited ride "flash" ticket, monthly tickets account for about 61% of all passenger trips. The full-fare ten-ride ticket is priced at a 15% discount relative to an equivalent one-way rate and accounts for nearly 24% of all passenger trips.

Following are other features of Metra's pricing structure: The Regional Rail Ticket Program allows holders of monthly or ten-ride tickets to travel on any other Metra line (except the South Shore). Travel beyond the fare zone limits of the ticket involves a surcharge of \$1 for the first zone and \$.50 for each additional zone line crossed.

Several fare programs are available to riders transferring between Metra and services provided by CTA and Pace. The \$36 LINK-UP STICKER affixes to Metra monthly tickets and is accepted on peak-period CTA service and most Pace routes. A \$1 shuttle fare for selected downtown CTA bus routes is available to commuters during morning and afternoon rush hours. Pace offers a \$30 monthly PLUSBUS STICKER, which allows unlimited use of the Pace System for monthly Metra ticket holders. Metra provides financial support to all three programs.

Metra Ticket Pricing Formula

Ticket Type	Period of Validity	Number of Rides	Pricing Basis
Monthly*	Calendar Month	Unlimited	27.0 times one-way fare
Ten-Ride*	One Year	Ten	8.5 times one-way fare
One-Way*	One Year	One	Base fare plus increments
Weekend	Saturday/Sunday	Unlimited	Flat rate - \$5

* These ticket types are offered at a reduced rate to senior citizens, persons with disabilities, children and students through high school traveling to and from school. Military personnel in uniform are entitled to reduced one-way ticket rates.

Adult Fare Schedule (Effective February 1996)

ZONE		A	B	C	D	E	F	G	H	I	J	K	L	M
MILES	TICKET													
A 0-5	1-WAY	1.75												
	10-RIDE	14.90												
	MONTHLY	47.25												
B 5-10	1-WAY	1.95	1.75											
	10-RIDE	16.60	14.90											
	MONTHLY	52.65	47.25											
C 10-15	1-WAY	2.75	1.95	1.75										
	10-RIDE	23.40	16.60	14.90										
	MONTHLY	74.25	52.65	47.25										
D 15-20	1-WAY	3.15	2.75	1.95	1.75									
	10-RIDE	26.80	23.40	16.60	14.90									
	MONTHLY	85.05	74.25	52.65	47.25									
E 20-25	1-WAY	3.50	3.15	2.75	1.95	1.75								
	10-RIDE	29.75	26.80	23.40	16.60	14.90								
	MONTHLY	94.50	85.05	74.25	52.65	47.25								
F 25-30	1-WAY	3.90	3.50	3.15	2.75	1.95	1.75							
	10-RIDE	33.15	29.75	26.80	23.40	16.60	14.90							
	MONTHLY	105.30	94.50	85.05	74.25	52.65	47.25							
G 30-35	1-WAY	4.30	3.90	3.50	3.15	2.75	1.95	1.75						
	10-RIDE	36.55	33.15	29.75	26.80	23.40	16.60	14.90						
	MONTHLY	116.10	105.30	94.50	85.05	74.25	52.65	47.25						
H 35-40	1-WAY	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75					
	10-RIDE	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90					
	MONTHLY	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25					
I 40-45	1-WAY	5.05	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75				
	10-RIDE	42.95	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90				
	MONTHLY	136.35	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25				
J 45-50	1-WAY	5.45	5.05	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75			
	10-RIDE	46.35	42.95	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90			
	MONTHLY	147.15	136.35	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25			
K 50-55	1-WAY	5.80	5.45	5.05	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75		
	10-RIDE	49.30	46.35	42.95	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90		
	MONTHLY	156.60	147.15	136.35	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25		
L 55-60	1-WAY	6.20	5.80	5.45	5.05	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75	
	10-RIDE	52.70	49.30	46.35	42.95	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90	
	MONTHLY	167.40	156.60	147.15	136.35	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25	
M 60-65	1-WAY	6.60	6.20	5.80	5.45	5.05	4.65	4.30	3.90	3.50	3.15	2.75	1.95	1.75
	10-RIDE	56.10	52.70	49.30	46.35	42.95	39.55	36.55	33.15	29.75	26.80	23.40	16.60	14.90
	MONTHLY	178.20	167.40	156.60	147.15	136.35	125.55	116.10	105.30	94.50	85.05	74.25	52.65	47.25

Special-User Fare Schedule (Effective February 1996)

ZONE	MILES	TICKET	A	B	C	D	E	F	G	H	I	J	K	L	M
A	0-5	1-WAY	0.85												
		10-RIDE	8.50												
		MONTHLY	31.90												
B	5-10	1-WAY	0.95	0.85											
		10-RIDE	9.50	8.50											
		MONTHLY	35.65	31.90											
C	10-15	1-WAY	1.35	0.95	0.85										
		10-RIDE	13.50	9.50	8.50										
		MONTHLY	50.65	35.65	31.90										
D	15-20	1-WAY	1.55	1.35	0.95	0.85									
		10-RIDE	15.50	13.50	9.50	8.50									
		MONTHLY	58.15	50.65	35.65	31.90									
E	20-25	1-WAY	1.75	1.55	1.35	0.95	0.85								
		10-RIDE	17.50	15.50	13.50	9.50	8.50								
		MONTHLY	65.65	58.15	50.65	35.65	31.90								
F	25-30	1-WAY	1.95	1.75	1.55	1.35	0.95	0.85							
		10-RIDE	19.50	17.50	15.50	13.50	9.50	8.50							
		MONTHLY	73.15	65.65	58.15	50.65	35.65	31.90							
G	30-35	1-WAY	2.15	1.95	1.75	1.55	1.35	0.95	0.85						
		10-RIDE	21.50	19.50	17.50	15.50	13.50	9.50	8.50						
		MONTHLY	80.65	73.15	65.65	58.15	50.65	35.65	31.90						
H	35-40	1-WAY	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85					
		10-RIDE	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50					
		MONTHLY	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90					
I	40-45	1-WAY	2.50	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85				
		10-RIDE	25.00	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50				
		MONTHLY	93.75	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90				
J	45-50	1-WAY	2.70	2.50	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85			
		10-RIDE	27.00	25.00	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50			
		MONTHLY	101.25	93.75	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90			
K	50-55	1-WAY	2.90	2.70	2.50	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85		
		10-RIDE	29.00	27.00	25.00	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50		
		MONTHLY	108.75	101.25	93.75	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90		
L	55-60	1-WAY	3.10	2.90	2.70	2.50	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85	
		10-RIDE	31.00	29.00	27.00	25.00	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50	
		MONTHLY	116.25	108.75	101.25	93.75	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90	
M	60-65	1-WAY	3.30	3.10	2.90	2.70	2.50	2.30	2.15	1.95	1.75	1.55	1.35	0.95	0.85
		10-RIDE	33.00	31.00	29.00	27.00	25.00	23.00	21.50	19.50	17.50	15.50	13.50	9.50	8.50
		MONTHLY	123.75	116.25	108.75	101.25	93.75	86.25	80.65	73.15	65.65	58.15	50.65	35.65	31.90

Deviations From Previously Adopted RTA Three-Year Program

Section 3B.10 of the Regional Transportation Authority Act (as amended November 9, 1983) requires that the proposed One-Year Commuter Rail Program address any deviations from the

RTA's previously adopted Three-Year Program. Differences in projections for Fiscal Year 2001 are in the following table. Minor differences are not addressed.

Fiscal Year 2001 Projections

Program Category	As Adopted in RTA's Three Year Program (2000-2002)	As Currently Proposed	Remarks
Passenger Revenue	\$183,673,000	\$183,813,000	2001 passenger revenue and ridership are projected to be essentially on target with the previous financial plan.
Other Revenue	\$47,701,000	\$49,542,000	Investment income is projected to be higher due to higher invested balances and higher rates. Capital credits are increasing as the capital program expands, supporting more revenue growth than in the previous plan.
Total Expense	\$425,813,000	\$429,593,000	Total Expense is higher than the original plan by \$3.8 million. This is due to higher projected diesel fuel prices, added passenger service and higher projected growth in abroad range of expenses.

September 2000

METRA - METROPOLITAN RAIL - 2001 PROJECTED CASHFLOW SUMMARY

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
BEGINNING BALANCE													
December 31, 2000	\$146,500,000												
OPENING BALANCE LINE	\$143,606,442	\$141,804,162	\$144,460,995	\$143,473,453	\$141,745,895	\$142,963,265	\$142,963,265	\$143,729,436	\$144,465,908	\$147,406,040	\$149,050,436	\$149,757,186	
SOURCE OF FUNDS:													
OPERATING REVENUE	18,913,277	18,402,133	19,196,021	19,129,113	18,774,170	20,238,423	20,589,689	19,553,720	19,887,895	20,011,230	19,434,610	19,274,699	233,364,980
PUBLIC FUNDING	18,099,000	17,877,000	22,740,000	16,620,000	16,994,000	18,524,000	18,808,000	19,723,000	20,417,000	19,226,000	18,884,000	19,228,000	227,140,000
CAPITAL FAREBOX PROCEEDS	739,240	713,681	753,375	750,030	732,283	805,495	823,068	771,260	785,469	794,136	765,305	757,309	9,190,641
FIACAPITAL GRANTS (FTA SHARE)	12,668,077	12,668,077	12,668,077	12,668,077	18,026,825	15,361,825	16,381,099	16,381,099	16,381,099	16,381,099	16,381,099	16,381,097	182,336,550
IDOT CAPITAL GRANTS (IDOT SHARE/OTHER)	1,325,410	1,325,410	1,325,410	1,325,410	1,325,410	1,325,410	1,555,916	1,555,916	1,555,916	1,555,916	1,555,916	1,555,914	17,267,954
RTA CAPITAL GRANTS (RTA SHARE/100%)	2,546,657	2,546,657	2,546,657	2,546,657	65,744,219	11,375,219	11,490,365	11,490,365	35,990,365	11,490,365	11,490,365	11,490,365	200,748,756
TOTAL SOURCE OF FUNDS	\$64,291,661	\$63,532,958	\$69,229,540	\$53,039,287	\$141,595,907	\$67,620,872	\$69,648,127	\$69,475,360	\$94,957,744	\$69,458,746	\$68,511,295	\$68,687,384	\$670,058,681
USE OF FUNDS:													
OPERATING EXPENSE	\$37,814,695	\$36,964,714	\$37,202,183	\$34,656,305	\$36,387,631	\$36,520,148	\$36,131,976	\$36,968,888	\$34,797,612	\$36,064,350	\$36,054,547	\$36,020,000	\$429,593,049
FTALOCAL SHARE PROJ.	5,918,325	5,918,325	5,918,325	5,918,325	5,918,325	5,918,325	6,947,599	6,947,599	6,947,599	6,947,599	6,947,598	6,947,598	77,195,542
FTALOCAL SHARE PROJ.	6,749,752	6,749,752	6,749,752	6,749,752	12,107,500	9,433,500	9,433,500	9,433,500	9,433,500	9,433,500	9,433,500	9,433,500	105,141,008
IDOT SHARE	663,700	663,700	663,700	663,700	663,700	663,700	779,126	779,126	779,126	779,126	779,125	779,125	8,656,954
FTALOCAL SHARE PROJ.	292,139	292,139	292,139	292,139	292,139	292,139	342,945	342,945	342,945	342,945	342,945	342,945	3,810,504
FTALOCAL SHARE PROJ. RTA SHARE BONDS NEWSTART	1,687,438	1,687,438	1,687,438	1,687,438	3,026,875	2,368,375	2,368,375	2,368,375	2,368,375	2,368,375	2,368,375	2,368,375	26,285,252
FTALOCAL SHARE PROJ.	429,333	429,333	429,333	429,333	429,333	429,333	504,000	504,000	504,000	504,000	504,000	504,000	5,600,000
100% IDOT FUNDED PROJECTS A	661,710	661,710	661,710	661,710	661,710	661,710	776,790	776,790	776,790	776,790	776,790	776,790	8,631,000
100% RTA FUNDED PROJECTS DISCRETIONARY	367,080	367,080	367,080	367,080	367,080	367,080	430,920	430,920	430,920	430,920	430,920	430,920	4,788,000
100% RTA FUNDED PROJECTS BONDS B	200,000	200,000	200,000	200,000	82,058,125	8,358,125	8,358,125	8,358,125	32,668,125	8,358,125	8,358,125	8,358,125	165,865,000
100% METRA FUNDED PROJECTS	2,401,047	2,401,047	2,401,047	2,401,047	2,401,047	2,401,047	2,818,620	2,818,620	2,818,620	2,818,620	2,818,620	2,818,620	31,318,000
TOTAL USE OF FUNDS	\$67,185,219	\$66,336,238	\$66,572,707	\$54,026,829	\$143,323,465	\$66,403,462	\$68,881,976	\$68,718,888	\$92,047,612	\$67,814,350	\$67,804,545	\$68,769,998	\$686,684,309
NET CHANGE	(2,893,558)	(1,802,280)	2,656,833	(987,542)	(1,727,568)	1,217,390	766,151	756,472	2,920,132	1,644,395	706,750	(62,614)	3,174,572
ENDING BALANCE	\$143,606,442	\$141,804,162	\$144,460,995	\$143,473,453	\$141,745,895	\$142,963,265	\$142,963,265	\$143,729,436	\$144,465,908	\$147,406,040	\$149,050,436	\$149,757,186	\$149,674,572

A Includes IST grants which are 100% IDOT grants for which IDOT is reimbursed for 85% of the total grant by the FTA.

B Projected expenditures of SCIP II bonds are very preliminary and are subject to revision after final engineering is completed and/or responses to requests for construction proposals are received.

Commuter Rail Board Ordinance No. MET 00-19

This proposed budget and financial plan is submitted to comply with Section 4.11 of the RTA Act. The following 2001 Operating and Capital Program and Budget is based upon the funding estimates provided by the Regional Transportation Authority.

WHEREAS, the Board of Directors of the Commuter Rail Division of the Regional Transportation Authority has prepared and distributed a Preliminary 2001 Operating and Capital Program and Budget, and

WHEREAS, the Commuter Rail Board has held at least one public hearing in each of the counties in the metropolitan region in which the Division provides service, and

WHEREAS, the Commuter Rail Board has held at least one meeting for consideration of the program and budget with the county board of each of the several counties in the metropolitan region, and

WHEREAS, the RTA Board has advised the Commuter Rail Board of funding estimates;

NOW, THEREFORE, BE IT ORDAINED THAT:

1. The Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Division") hereby approves the 2001 Operating and Capital Program and Budget, the 2002-2005 Financial Plan, and the 2002-2005 Capital Program, a copy of which is attached hereto and made a part hereof, and further authorizes its transmittal to the Board of Directors of the Regional Transportation Authority ("Authority") in full compliance with Section 4.11 of the RTA Act, as amended.
2. The Chairman of the Commuter Rail Division and, at the Chairman's designation, the Executive Director of the Commuter Rail Division are hereby authorized and directed to take such action as they deem necessary or appropriate to implement, administer, and enforce this Ordinance.
3. This Section shall constitute the annual program of the Commuter Rail Division for services to be provided, operations to be continued or begun, and capital projects to be continued or begun during the fiscal year beginning January 1, 2001 and ending December 31, 2001. Authorization is hereby given that the programs and projects herein named may be implemented, or actions toward their implementation taken, during said fiscal year.
4. Sections 5 through 7 of this Ordinance shall constitute the Budget for operations of the services ("Operations") provided by the Commuter Rail Division other than for capital projects as provided in Section 8 through 10 of this Ordinance for the fiscal year beginning January 1, 2001 and ending December 31, 2001. Sections 8 through 10 of this Ordinance shall constitute the capital budget for project expenditures incurred during the fiscal year beginning January 1, 2001 and ending December 31, 2001.
5. The estimated Commuter Rail Division revenues expected to be available from all sources during 2001 are (In 000's):

2001 System Generated Revenues	\$233,355
2001 Metra Sales Tax	196,238
Total Sources of Operating Funds	\$429,593

November, 2000

6. The following named sums, or so much as may be necessary, are hereby appropriated for the specified use (In 000's):

Operating Commuter Rail Services and Support	\$429,593
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7. The following are estimates of the revenues and expenses for the Commuter Railroads (In 000's):

Operating Revenues	\$233,355
Operating Expenses	429,593
Total Funded Deficit	\$196,238

8. The following named sum, or so much thereof as may be necessary, respectively, for technical studies and capital projects which remain unexpended as of December 31, 2000, is hereby reappropriated to meet all obligations of the Commuter Rail Division incurred during the fiscal year beginning January 1, 2001 and ending December 31, 2001 (In 000's).

Total Estimated Cost of Continuation Projects:	\$596,892
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9. The estimated Commuter Rail Division Capital Funds expected to be available from all sources to finance the 2001 Capital Program are (In 000's):

Federal Transit Administration		\$158,252
Regional Transportation Authority		
SCIP Bonds II	110,232	
Discretionary Funds	5,661	
Other	200	
RTA Subtotal		116,093
Illinois Department of Transportation		32,217
Metra		
FY 2001 Sales Tax	34,105	
FY 2001 Farebox Capital	9,154	
Deobligation of Prior Years Funds	675	
Metra Subtotal		43,934
Other Local Funds		1,000
Total Sources of 2001 Capital Funds		\$351.496

10. The following named sum, or so much thereof as may be necessary, respectively, for technical studies and capital projects are hereby appropriated to meet all obligations of the Commuter Rail Division incurred during the fiscal year beginning January 1, 2001 and ending December 31, 2001 (In 000's):

Rolling Stock	\$135,786
Track & Structure	51,002
Signal, Electrical & Communications	21,453
Support Facilities & Equipment	21,875
Stations & Parking	52,004
Acquisitions, Extensions & Expansions	53,690
Miscellaneous	15,686
Total Uses of 2001 Capital Funds	\$351,496