

METRA FACT BOOK 2019

Norman Carlson, Chairman
Jim Derwinski, CEO/Executive Director





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OVERVIEW

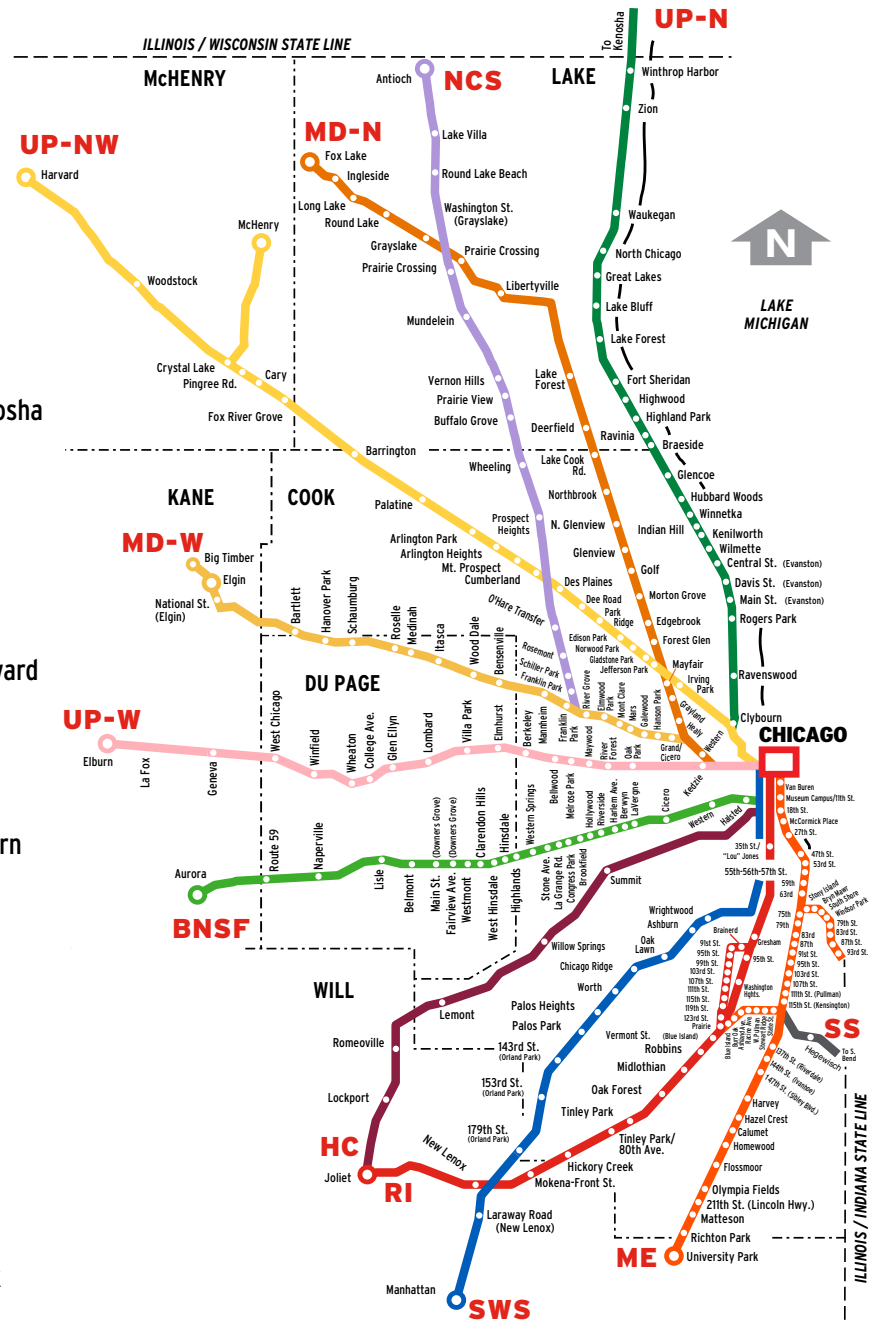
Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 242 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates nearly 700 weekday trains, providing nearly 290,000 passenger trips each weekday.

The Metra service area encompasses more than 3,700 square miles. Metra owns and operates four rail lines (Rock Island, Metra Electric, Milwaukee District North and Milwaukee District West). Three Metra lines are operated by Metra employees over freight railroad-owned track through trackage rights or lease agreements (Heritage Corridor, North Central Service and SouthWest Service). Four additional Metra lines are operated directly by freight railroads through purchase-of-service agreements (BNSF, Union Pacific North, Union Pacific Northwest and Union Pacific West).

25 percent of all U.S. freight rail traffic travels through the Chicago region.*

SYSTEM MAP

- UP-N** Union Pacific North
Chicago (Ogilvie Transportation Center) to Kenosha
- NCS** North Central Service
Chicago (Union Station) to Antioch
- MD-N** Milwaukee District North
Chicago (Union Station) to Fox Lake
- UP-NW** Union Pacific Northwest
Chicago (Ogilvie Transportation Center) to Harvard
- MD-W** Milwaukee District West
Chicago (Union Station) to Elgin/Big Timber
- UP-W** Union Pacific West
Chicago (Ogilvie Transportation Center) to Elburn
- BNSF** BNSF Railway
Chicago (Union Station) to Aurora
- HC** Heritage Corridor
Chicago (Union Station) to Joliet
- RI** Rock Island
Chicago (LaSalle Street Station) to Joliet
- SWS** SouthWest Service
Chicago (Union Station) to Manhattan
- ME** Metra Electric
Chicago (Millennium Station) to University Park

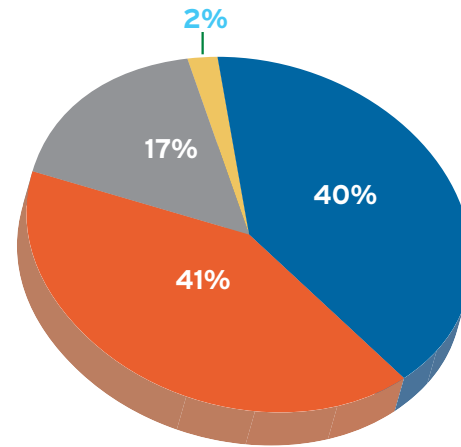


RIDERSHIP

Nearly **50 percent** of all work trips from the suburbs to downtown Chicago are made on Metra.

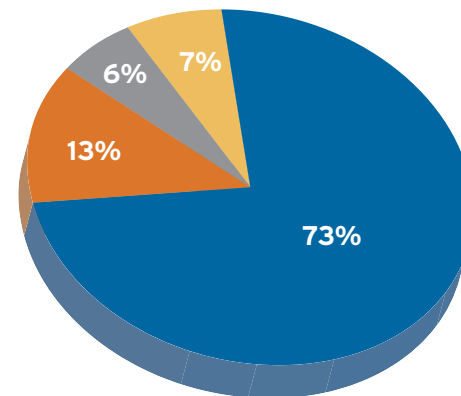
About **90 percent** of all Metra trips are made commuting to work.

METRA RIDERSHIP by RESIDENCE



* Source: 2016 Metra Origin Destination Survey

METRA RIDERSHIP by ETHNICITY



* Source: 2014 Metra Customer Satisfaction Survey

**NOTE: Percentages may not total 100 due to rounding.

BY the NUMBERS

76.1 million passenger trips in 2018

690 weekday trains

260 Saturday trains

173 Sunday trains

242 train stations

1,155 miles of track

488 route miles

164 locomotives

854 diesel railcars

186 electric railcars

847 bridges

565 grade crossings

24 rail yards

90,626 parking spaces

12 fuel facilities

BENEFITS

Riding Metra saves the average commuter more than six days of travel time every year (that's 12 hours a month) and nearly \$2,000 a year, or \$166 a month, compared to driving. Twenty-seven additional expressway lanes would have to be added to the existing expressway network to accommodate Metra riders.

- Every \$1 invested in public transportation generates approximately \$4 in economic returns.
- One person with a 20-mile round-trip commute who switches from driving to public transit can reduce his or her carbon emissions by 20 pounds a day or more than 4,800 pounds a year.
- Public transportation provides personal mobility and freedom for everyone, including people with disabilities and older adults.
- A study found that compared to drivers, public transportation users were:
 - 44 percent less likely to be overweight;
 - 27 percent less likely to have high blood pressure; and
 - 34 percent less likely to have diabetes.

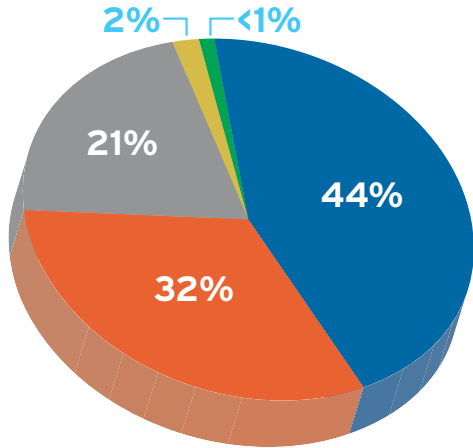


Source: American Public Transportation Association

DIVERSITY

Metra is committed to workforce diversity and inclusion in the employment process.

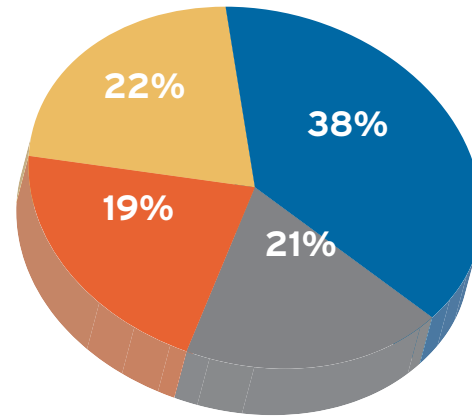
METRA'S WORKFORCE*



- Caucasian
- Hispanic/Latino
- Black/African-American
- Asian
- Other

From 2015 to 2018, Metra committed \$131 million in contracts to Disadvantaged Business Enterprise (DBE) firms. During that time, the value of contracts awarded to DBE firms increased by 41 percent.

DBE CONTRACTING DIVERSITY*



- Non-Minority Women
- Hispanic/Latino
- Black/African-American
- Asian/Asian-Pacific

*Data through Dec. 31, 2018

MISSION, VISION and STRATEGIC GOALS

ON TRACK TO EXCELLENCE

MISSION

As part of a regional transportation network, Metra provides safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois.



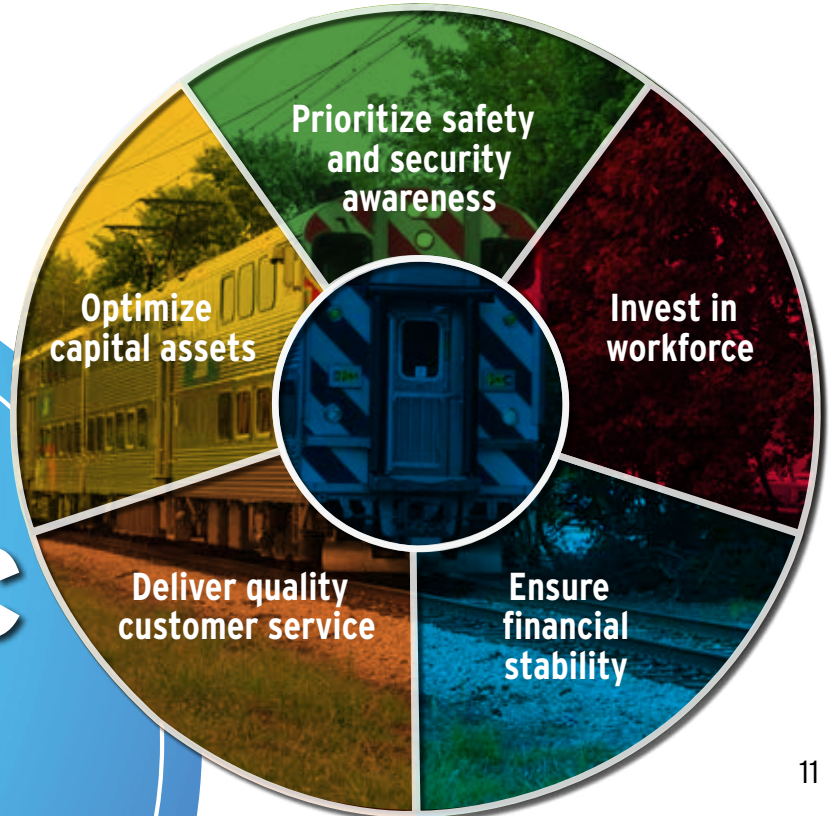
VISION



To be a world-class commuter rail agency linking communities throughout the region by:

- Providing the safest, most efficient and reliable service to our customers
- Sustaining our infrastructure for future generations
- Leading the industry in achieving continuous improvement, innovation and transparency
- Facilitating economic vitality throughout northeast Illinois

STRATEGIC GOALS



HISTORY



- June 8, 1984:** The Commuter Rail Service Board, newly created by the Illinois Legislature, meets for the first time.
- July 12, 1985:** The Commuter Rail Service Board adopts the word “Metra” as a service mark.
- Aug. 1, 1985:** The first locomotive painted with Metra’s blue and orange colors makes its debut. It is named after Kane County.
- May 1, 1987:** Metra buys the Illinois Central Gulf’s electric commuter line between Chicago and University Park, with the two branch lines to Blue Island and South Chicago, for \$28 million. It is renamed the Metra Electric. The ICG’s Joliet-to-Chicago route, part of the deal, is renamed the Heritage Corridor.
- Sept. 3, 1987:** Metra completes the acquisition of the two Milwaukee lines from the Chicago, Milwaukee and St. Paul. The lines had been operated by the RTA and then Metra since 1982.
- July 16, 1989:** Service begins at the new Route 59 Station on the BNSF Line. That station is now by far Metra’s busiest.
- Oct. 24, 1991:** Amtrak shows off the \$32 million renovation of Chicago Union Station.
- April 1992:** Metra completes the \$75 million renovation of the Rock Island Line’s LaSalle Street Station.
- May 28, 1993:** Metra announces that it will assume control of the commuter operations on the Norfolk Southern tracks and rename the line the SouthWest Service.
- December 1994:** The SouthWest Service is extended from 153rd Street to 179th Street.
- April 1995:** Union Pacific Railroad completes the purchase of the Chicago & North Western and assumes control of its three commuter lines in Chicago.
- Aug. 18, 1996:** Metra launches the North Central Service, the first new commuter route in Chicago in more than 70 years.
- Oct. 15, 1997:** A year after completing a major \$141 million rehab of the Union Pacific terminal, the facility is renamed the Ogilvie Transportation Center after the former Illinois governor.

HISTORY



- Dec. 13, 2000:** Metra approves a \$400 million order to buy 300 cars from Nippon Sharyo, the largest procurement of railcars in Metra history.
- Jan. 12, 2001:** Metra approves a \$79.4 million order for 27 new MP36-3S locomotives from Motive Power Industries.
- Dec. 5, 2004:** Metra shows off a rehabbed Millennium Station.
- Jan. 23, 2006:** Metra opens an extension of the UP West Line to La Fox and Elburn. A week later, Metra opens four new stations and expands service on the North Central Service Line. On the same day, it expands service on the SouthWest Service Line and opens an extension to Manhattan.
- December 2008:** Metra provides a record 86.8 million passenger trips in 2008. It remains Metra's record year.
- Dec. 3, 2009:** MetraMarket opens at the Ogilvie Transportation Center.
- August 2010:** Metra approves a \$585 million order to buy 160 new Highliner cars for the Metra Electric Line from Nippon Sharyo. Nippon Sharyo builds a factory in Rochelle, Ill., to build the cars.
- Oct. 23, 2014:** Metra celebrates the opening of the \$142 million Englewood flyover, a major railroad bridge that eliminated a significant source of train delays on the South Side of Chicago.
- Nov. 19, 2015:** Metra, CTA and Pace launch the new Ventra App, which allows Metra riders to buy and display Metra mobile tickets with their smartphones using a credit or debit card or Ventra account.
- Aug. 25, 2016:** Metra receives the final two cars of its 160-car order for the Metra Electric Line, completing a 2010 purchase to outfit the line with a completely new and modern fleet.
- June 2018:** The BNSF Line to Aurora starts operating revenue service trains with Positive Train Control (PTC), making it the first of Metra's 11 lines to fully implement the new federally mandated safety system. The rest of the system is expected to have PTC implemented by the end of 2020.

METRA BOARD of DIRECTORS

NORMAN CARLSON
CHAIRMAN



ROMAYNE C. BROWN
VICE CHAIRMAN



JOHN PLANTE
TREASURER



RODNEY S. CRAIG
SECRETARY



CORY L. THAMES
DIRECTOR



STEVEN K. MESSERLI
DIRECTOR



JOHN P. ZEDIKER
DIRECTOR



DON A. DE GRAFF
DIRECTOR



KEN KOEHLER
DIRECTOR



STEPHEN PALMER
DIRECTOR



TIM BALDERMANN
DIRECTOR



OPERATING BUDGET and CAPITAL PROGRAM

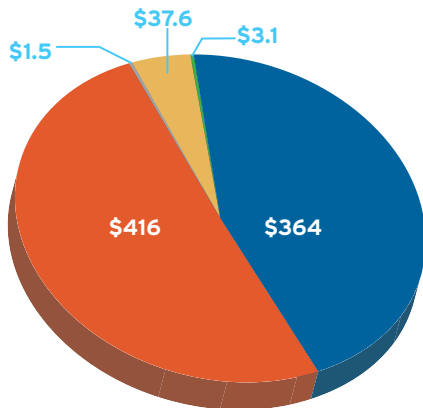
Nearly 50 percent of Metra's operating costs are funded by fares and other system-generated revenue.

For 2019, Metra's total budget is \$1.1 billion, with \$822.2 million for operations and \$316.3 million for capital. Metra covers nearly half of its operating budget with fare and other system-generated revenue, with the rest primarily coming from a

regional transportation sales tax and a partial state match. For its capital budget, Metra relies on federal, state and local funding (including bond programs), and some fare revenue.

2019 FUNDING SOURCES

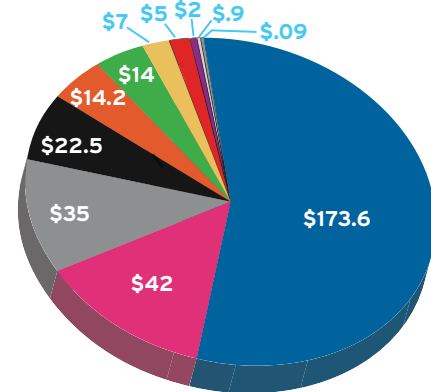
2019 OPERATING FUNDS



(\$ MILLIONS)

Fare Revenue	\$364
Sales Taxes	416
Reduced Fare Subsidy	3.1
Capital Credits, Leases, etc.	37.6
Transportation Security Grant	1.5
TOTAL	\$822.2

2019 CAPITAL FUNDS*



(\$ MILLIONS)

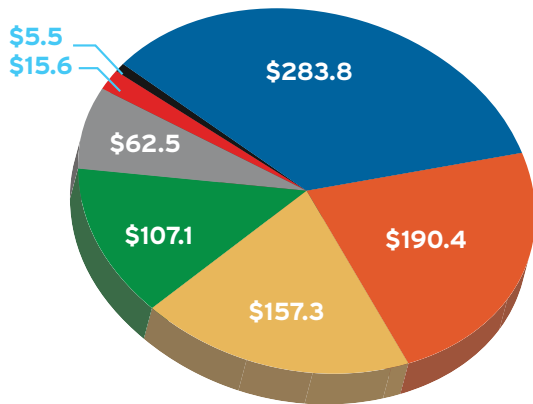
*As of April 17, 2019

Federal Formula Funding	\$173.6
Federal CRISI PTC Discretionary Grant	2
Illinois Department of Transportation Bonds	35
Cook County Motor Fuel Tax Funds	.09
Illinois EPA VW Settlement Funds	14
RTA Innovation, Coordination and Enhancement	5
RTA Capital Bond Funds (prior year)	42
Metra 2019 Farebox Revenues	7
Metra Retained Earnings	22.5
RTA ICE (prior years)	.9
Metra Farebox Capital (prior year)	14.2
TOTAL	\$316.3**

**Amounts may not total due to rounding.

2019 FUNDING USES

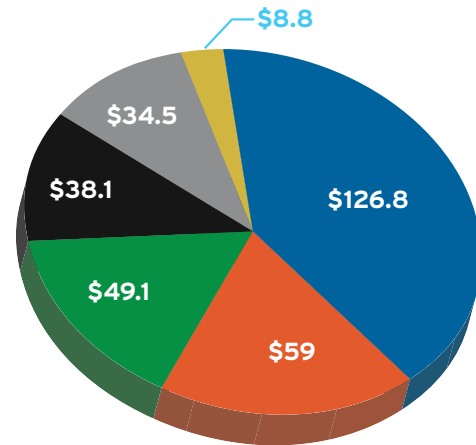
2019 OPERATING BUDGET



(\$ MILLIONS)

■ Transportation	\$283.8
■ Engineering	157.3
■ Mechanical	190.4
■ Administration	107.1
■ Diesel fuel	62.5
■ Metra Electric electricity	5.5
■ Claims and insurance	15.6
TOTAL	\$822.2

2019 CAPITAL BUDGET*



(\$ MILLIONS)

■ Rolling stock	\$126.8
■ PTC, communications technology, signals and systems	38.1
■ Track, bridges and other infrastructure	59
■ Train stations and parking	49.1
■ Rail yards, facilities and equipment	34.5
■ Other capital support activities	8.8
TOTAL	\$316.3

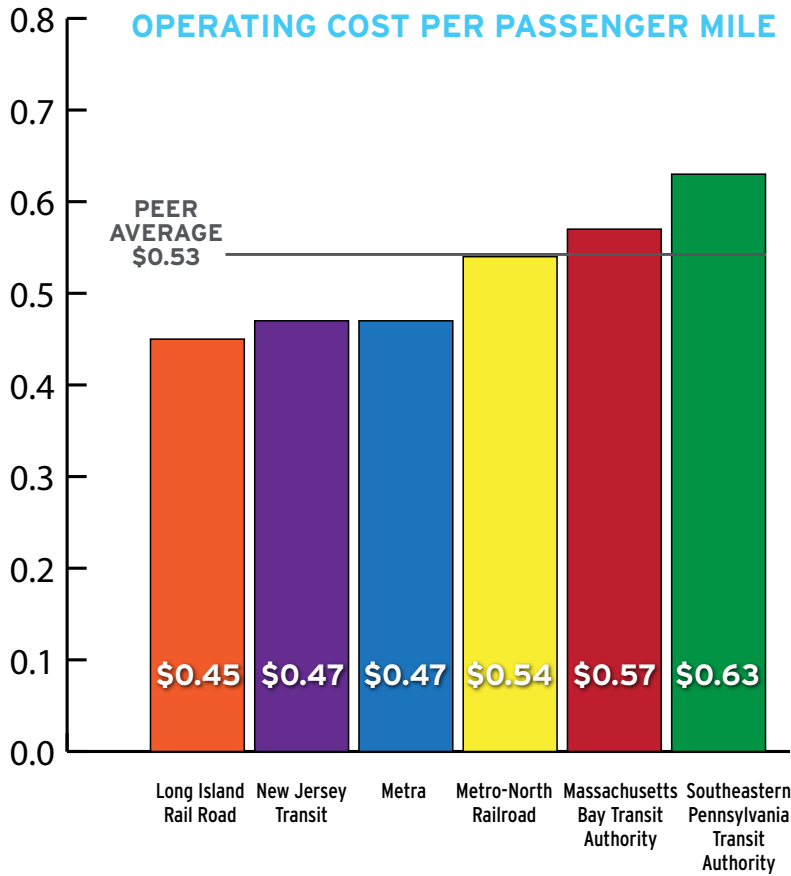
*As of April 17, 2019

ADDRESSING METRA'S CAPITAL NEEDS

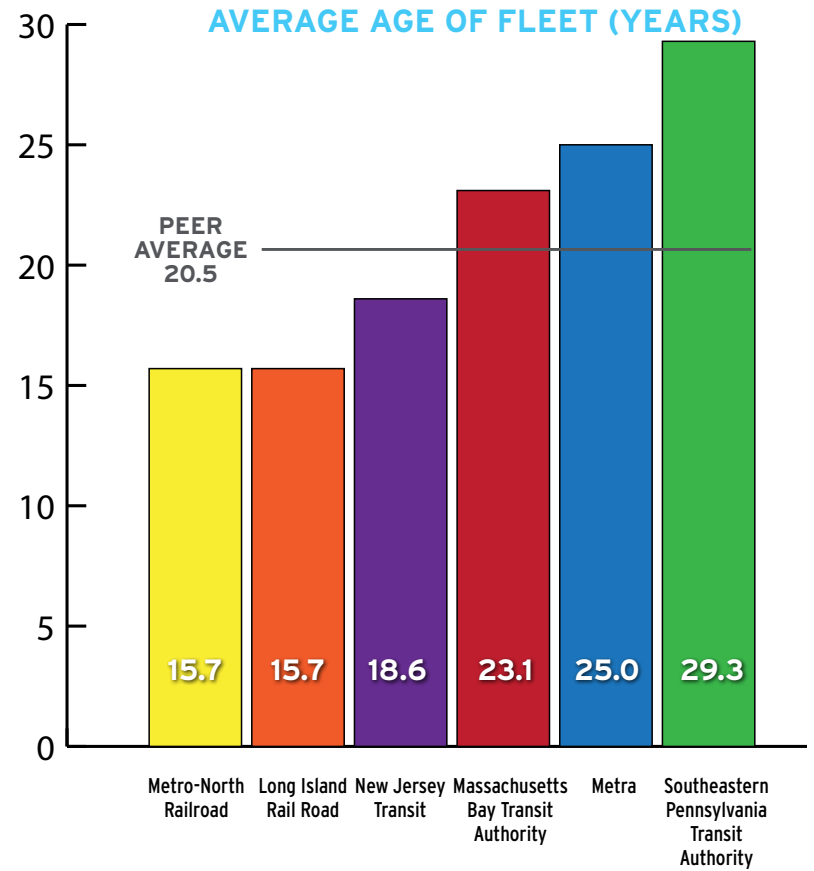


The Illinois Legislature this year approved the first new statewide infrastructure program since 2009, and Metra expects its share of funding from the program to total about \$1.5 billion over the next six years. Metra is particularly pleased that the funding includes an annual, stable and sustainable allotment of capital funding as well as a significant additional amount from a bond program. We will use this new funding to begin to tackle our biggest capital priorities, including locomotives, railcars, stations and bridges. We also will be looking to invest in projects that could help us grow our ridership. While Metra still could use additional capital funding, we are grateful for Springfield's assistance and its recognition of the important role that transit plays in the Illinois economy and environment.

HOW WE COMPARE to OTHER RAILROADS

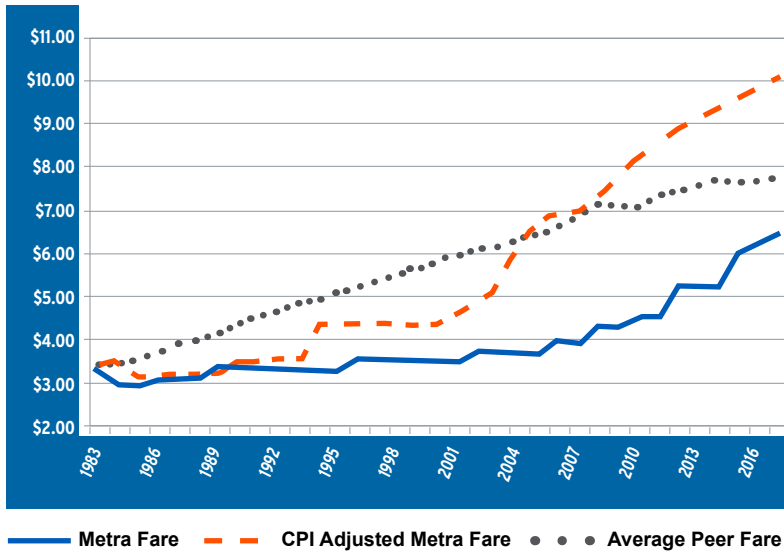


* 2017 National Transit Database



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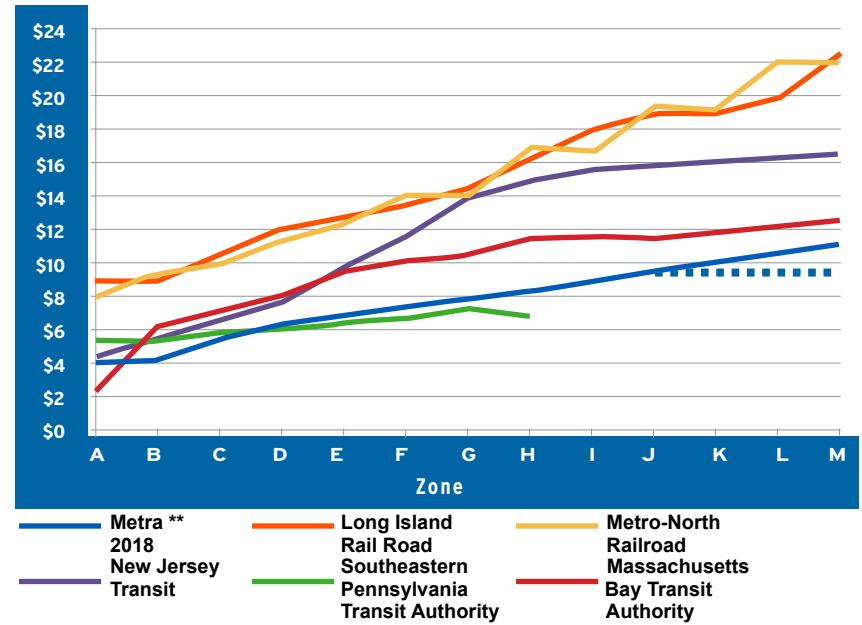
METRA ONE-WAY FARES* vs. CPI and PEERS



— Metra Fare **- - - CPI Adjusted Metra Fare** **• • • Average Peer Fare**
 Average Peer Fare includes MBTA (Boston), LIRR & Metro-North Railroad (New York), New Jersey Transit (New Jersey), and SEPTA (Philadelphia), CPI data U.S. Bureau of Labor Statistics. Data not available for all peers in all years. Consumer Price Index (CPI) and Peer Fares collected from June of each year.

* Zone E Average

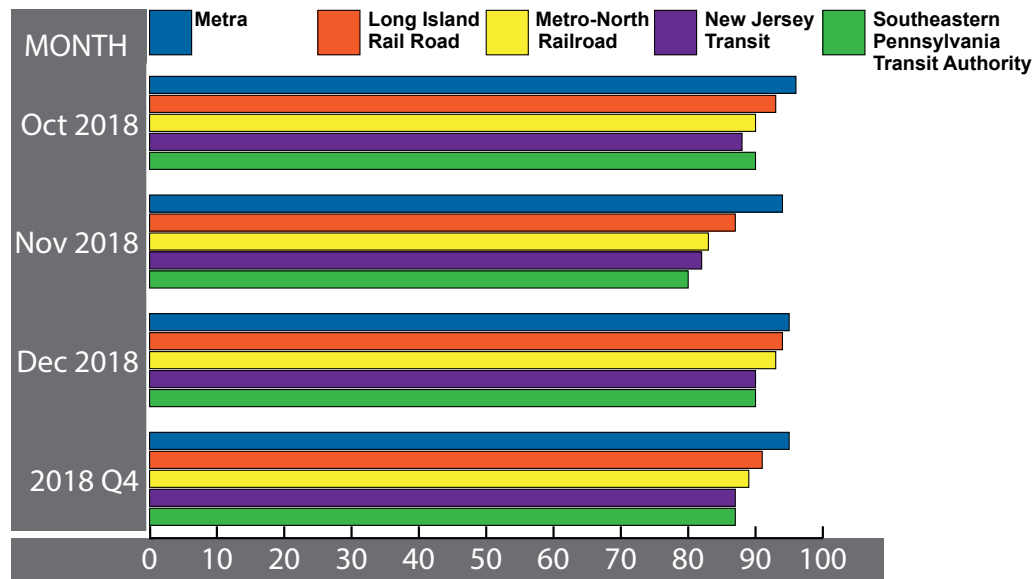
METRA vs. PEER AGENCY PEAK ONE-WAY FARES*



— Metra 2018** **— Long Island Rail Road** **— Metro-North Railroad**
— New Jersey Transit **— Southeastern Pennsylvania Transit Authority** **— Bay Transit Authority**

* All 2018; values are not adjusted for cost of living and do not include discounted off-peak or intermediate fares offered by peers but not Metra.
 ** Metra Zones K-M consolidated into Zone J under Fare Pilot Program, effective July 15, 2018.

METRA ON-TIME PERFORMANCE vs. PEERS



Metra

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Chicago, Illinois 60661
metrarail.com

