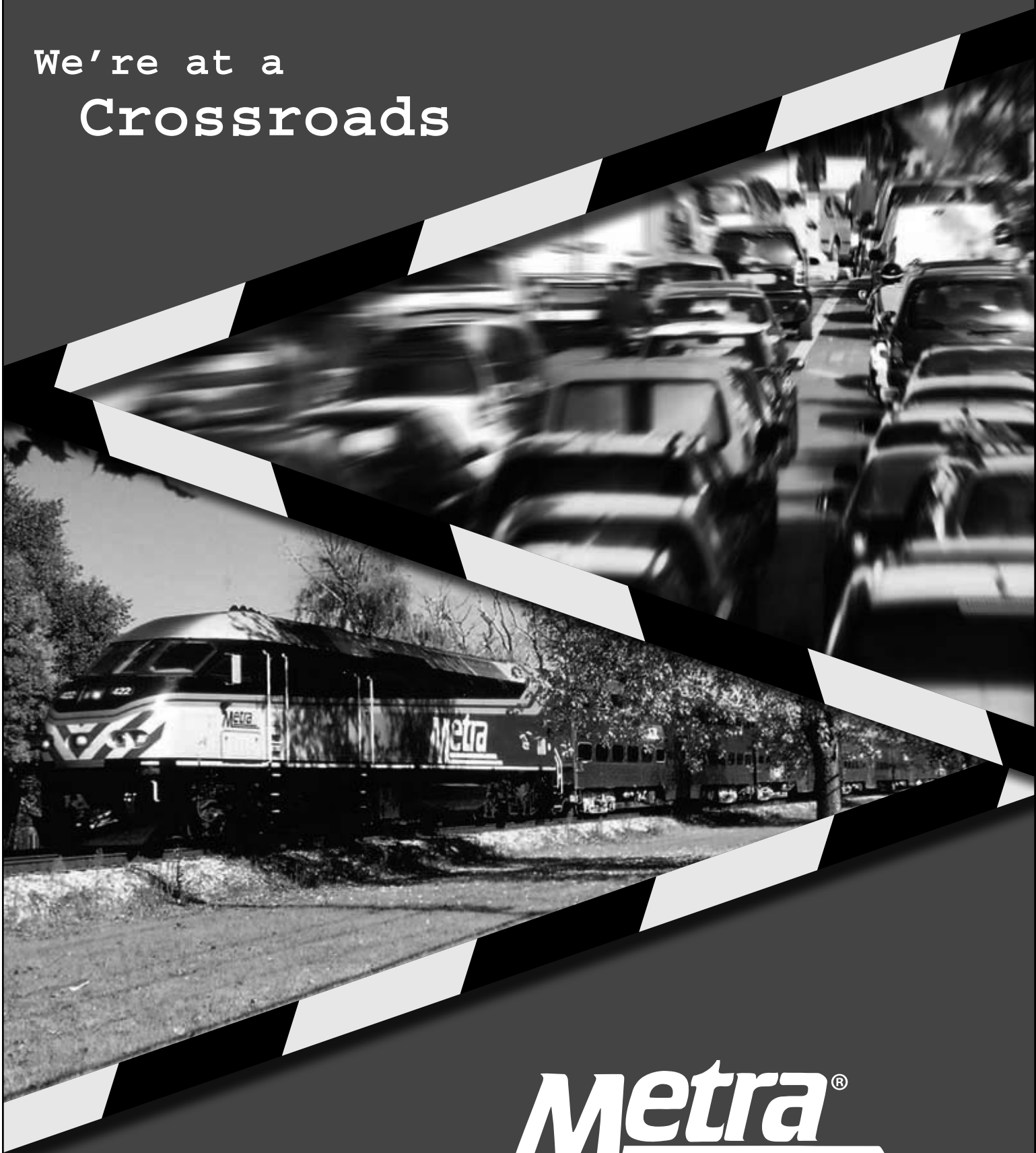


We're at a
Crossroads



Metra[®]
Preliminary Budget and Program Book
2009



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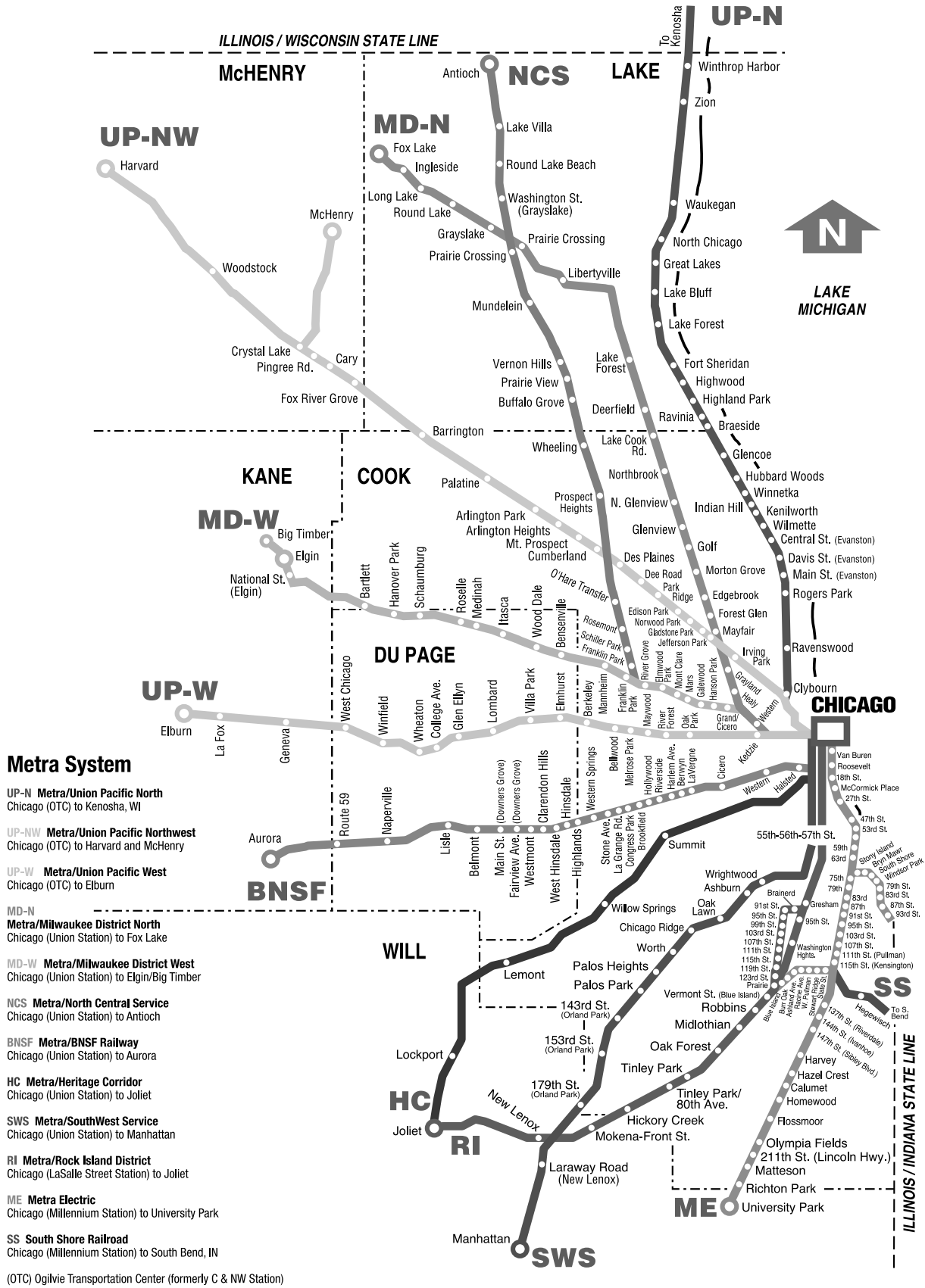
William A. Widmer, III, Director

Appointing Authority
Suburban Members, Cook County Board

Philip A. Pagano, Executive Director



System Map



Metra System

UP-N Metra/Union Pacific North
Chicago (OTC) to Kenosha, WI

UP-NW Metra/Union Pacific Northwest
Chicago (OTC) to Harvard and McHenry

UP-W Metra/Union Pacific West
Chicago (OTC) to Elburn

MD-N Metra/Milwaukee District North
Chicago (Union Station) to Fox Lake

MD-W Metra/Milwaukee District West
Chicago (Union Station) to Elgin/Big Timber

NCS Metra/North Central Service
Chicago (Union Station) to Antioch

BNSF Metra/BNSF Railway
Chicago (Union Station) to Aurora

HC Metra/Heritage Corridor
Chicago (Union Station) to Joliet

SWS Metra/SouthWest Service
Chicago (Union Station) to Manhattan

RI Metra/Rock Island District
Chicago (LaSalle Street Station) to Joliet

ME Metra Electric
Chicago (Millennium Station) to University Park

SS South Shore Railroad
Chicago (Millennium Station) to South Bend, IN

(OTC) Ogilvie Transportation Center (formerly C & NW Station)

Letter from the Chairman

To the Friends of Commuter Rail:

As any regular Metra rider knows, our trains are more crowded than ever—in fact, they're bursting at the seams. By the end of 2008, we expect to have carried 85 million passengers, the most in our 24-year history. We're happy to welcome those new riders, whether they were driven to the trains by high gas prices or drawn to them by our reputation for safe, dependable service. We hope they're here to stay.

And yet...the soaring demand for service has laid bare a problem that has been years in the making. Simply put, there is not enough money in our capital budget to expand service to meet this growing need. There is not even sufficient money to keep up with the routine replacement of our aging locomotives and passenger cars. That disinvestment is not something we can recover from easily. We are doing the best we can with available resources, but we are not able to invest in the future, putting that future at risk.

Yes, the state Legislature just approved an increase in the regional sales tax to help Metra, as well as CTA and Pace. And yes, Metra raised its fares in 2008. But those moves addressed only one half of our funding problem – our budget for operations. For years Metra had faced a growing gap between our revenues and the actual costs of running a railroad. The situation grew so critical that we were forced to divert some \$153 million from our capital budget just to cover operating costs, a risky budgeting move that is done only in the most desperate of circumstances. A bipartisan group of lawmakers, recognizing the critical role that mass transit plays in the Chicago region, wisely voted to address the operating budget deficit with an increase in the sales tax in the six-county area. And Metra asked riders to pitch in too, approving a fare increase while vowing to hold the line on another increase in 2009.

But that left the other half of our funding problem unaddressed. Illinois has gone without a major capital improvement bill—which pays for such things as roads, bridges, new schools and transit—since the old Illinois FIRST program expired in 2004. Even as the debate raged last year over operating aid, we were pointing out the equally important need for a new capital bill. A year later, that need is even more critical.

We at Metra are fond of saying, "The more you capitalize, the less you have to subsidize." It's a philosophy that has guided us for more than two decades, as we inherited a decrepit system and transformed it into the premier commuter rail operation in the country. It means that by regularly investing in new trains, new track and new equipment we can keep our operating costs lower and save money in the long run.

But five years without a capital bill has taken its toll. The diversion of capital dollars to operations dug the hole even deeper. We can delay maintenance, postpone the rehabilitation and replacement of our infrastructure and put off the expansion of our system only for so long before operations are affected. While we will never operate an unsafe railroad, we will begin to see more equipment breakdowns, slow zones and deteriorating facilities. We will see our operating costs grow. We need more resources to keep moving forward.

Metra hasn't simply been standing by waiting for a capital bill to pass the Legislature. The funding crisis has forced us to come up with some creative and relatively inexpensive ways to address our ridership crunch. We bought back some old Metra railcars that we sold to other railroads during less crowded times. To free up more space on trains, we eliminated the remaining bar cars and started removing some bathrooms. We continue looking for ways to be more efficient and cost-effective.

Meanwhile, our operating costs are soaring. For instance, we will spend nearly \$93 million for diesel fuel next year – nearly 15 percent of our budget and about five times what we spent in 2004, when it was just 4 percent of our budget. Our costs for electricity also are much higher. In 2008, the State eliminated a promised subsidy to help us provide free rides for seniors. Still, Metra is committed to maintaining current levels of service and fares for 2009.

This has been an historic year at Metra. A longstanding shortfall in our operations budget was addressed. Our board was expanded and reinvigorated so that it more fully represents the residents of all of Northeastern Illinois. We will carry a record number of riders with an on-time performance that is second to none. Exciting projects like the new MetraMarket at the Ogilvie Transportation Center got underway.

We owe special thanks to our longstanding riders, our new customers, state government officials and our dedicated employees for helping us get where we are today. Next year, with a major new capital bill, Metra would have all the pieces in place to continue to meet the growing transportation needs of the Chicago region with a safe, reliable and modern railroad.

Sincerely,

A handwritten signature in black ink, appearing to read "Carole R. Doris". The signature is fluid and cursive, with a prominent initial "C" and a long, sweeping underline.

Carole R. Doris
Chairman
Metra Board of Directors

The More You Capitalize, the Less You Subsidize

In January 2008, the Illinois State Legislature passed a comprehensive proposal to increase funding for public transit operations in Northeastern Illinois through an increase in the sales tax across the region. This legislation has provided much-needed funding to maintain Metra's current level of operations. It was accomplished through the efforts of a bipartisan coalition of lawmakers who recognize that a strong and adequately funded public transit system is vital to the well-being of our region and our state.

However, the increase in operations funding is only a part of the solution. Public transportation relies on two funding sources: operations and capital. The legislation approved by the Legislature expands the funds available for day-to-day operations but does not address capital funding. Without a state-sponsored capital program, Metra does not possess adequate resources to maintain, upgrade or expand the commuter rail system.

The last state-sponsored capital program (Illinois FIRST) expired in 2004. Without a new capital program, Metra will continue to fall behind in its efforts to purchase new or rehab old rail cars and locomotives, replace aging bridges, and renew rail and track. No capital program also means that we are missing out on federal funding available for capital renewal and expansion of our system because we are unable to supply the required local matching funds.

Metra has consistently demonstrated its ability to expend funds wisely and minimize costs since its creation in 1984. With the philosophy that "the more you capitalize, the less you subsidize," we have built the nation's premier commuter rail system — one that more than 315,000 people rely on each work day. In fact, Metra carries 50 percent of the trips in the region's busiest

expressway corridors during the morning rush. If Metra didn't exist, it would take more than 29 additional lanes of expressway to handle these extra commuters.

The rail system that we inherited from private operators suffered through decades of disinvestment. Over the past two decades, we have systematically invested \$5.3 billion to rebuild and expand our system. Today, with an asset base worth approximately \$16 billion and ridership rising to record levels, we are again faced with the prospect of returning to an era of disinvestment.

In this Budget and Program document, Metra will detail our financial plan for 2009–2011 and our 2009–2013 Capital Program. We will clearly show the need for capital funding to keep our rail system operating at current levels of reliability and service.

System Overview

Metra's rail system is comprised of 11 rail lines operating over more than 1,100 miles of track and 800 bridges. The railroad has nearly 1,000 pieces of rolling stock, more than 2,000 signals, 18 rail yards and seven maintenance facilities. Geographically, it's the largest and arguably one of the most complex commuter rail systems in the nation.

Since Metra assumed railroad operations in Northeastern Illinois, ridership has grown by 48 percent, for an average annual growth rate of 2 percent, and train miles have increased by 32 percent. More than 700 trains each weekday serve the Metra system's 239 stations. In 2008, we project that the Metra system will have provided a record 85 million rides.



How Far We've Come

Many of today's riders did not use commuter rail when Metra was first created, and therefore have no memory of the deteriorated condition of the rail system we inherited. Century-old infrastructure had seen a bare minimum of preventive maintenance. Outdated rail facilities and yards hampered our efforts to maintain our equipment and provide reliable on-time service. In the past two decades Metra has spent \$5.3 billion to renew its capital assets. The current capital funding crisis threatens to erase that progress.

The rail system Metra took over had no lines in a state of repair that could support operating speeds of 79 m.p.h. and on-time performance dipped as low as 83 percent, far below today's standard 95 percent. In fact, on-time performance on the Rock Island Line had fallen to 60 percent. Today, after a \$754 million investment in track replacement, 97 percent of our track can support speeds of up to 79 m.p.h.

To achieve this, Metra has since 1984 replaced more than 1.6 million ties, and eliminated bolted rail in favor of continuous welded rail on 93 percent of our system for a smoother ride. We have also replaced 80 of the system's 132 interlockers and control points and completed work on 69 percent of the system's crossings.

Through two state bond programs passed in 1989 and 1999, Metra was able to purchase 56 new locomotives, rehabilitate 140 Electric District passenger cars, acquire 476 new Bi-Level cars and purchase 26 new Highliner cars for the Metra Electric District. The funds also enabled the rehabilitation of 27 locomotives and 75 other rail cars. Since Metra's creation, \$1.8 billion has been invested in the replacement of rolling stock.

In that time, Metra has rehabbed or rebuilt more than 85 percent of our system's stations and constructed 30 new stations at a cost of \$627 million. Parking throughout the system has been expanded by nearly 36,000 spaces since 1987 at a cost of \$167.6 million.

Our experience has demonstrated the benefits of continual investment in the system. By renewing and maintaining our asset base, Metra has been able to build ridership to record levels.

Metra Capital Investment History by Asset Category by Rail Line (\$ in Millions 1984–present)

	MED	RID	SWS	HC	BNSF	UPW	MDW	UPNW	MDN	NCS	UPN	Total
Category												
Rolling Stock	\$327	\$218.7	\$66.9	\$14.4	\$302.4	\$154.9	\$183.7	\$174.2	\$163.7	\$27.4	\$145	\$1,778.3
Track	\$46.3	\$64.4	\$122.7	\$11.5	\$43.2	\$105.4	\$80.1	\$38.6	\$35.5	\$170.8	\$35.9	\$754.3
Structure	\$38.2	\$199.5	\$2.5	\$0.9	\$32.5	\$20.8	\$38.2	\$133.1	\$25.5	\$0.7	\$33.7	\$525.6
Signal	\$30.1	\$40.7	\$52.8	\$2.6	\$85.1	\$57.7	\$69.8	\$23.3	\$57.6	\$56.3	\$19.9	\$495.9
Electrical	\$53.7	\$1.3	\$0.1	0	\$1.4	\$5.5	\$1.2	\$5.9	\$0.4	\$0.2	\$4.7	\$74.4
Communications	\$15.2	\$3.7	\$1.2	\$1.4	\$1	\$2.1	\$2.4	\$2	\$2.4	\$1.3	\$2.3	\$34.9
Facilities	\$75	\$60.2	\$29.9	\$3.7	\$54.3	\$21.4	\$53.4	\$23.3	\$43.9	\$36.5	\$10.8	\$412.4
Equipment	\$19	\$10.7	\$4.9	\$5.5	\$9.7	\$7.4	\$8.7	\$10.7	\$10	\$5.4	\$8.8	\$100.8
Stations	\$145.6	\$46.4	\$45.8	\$6.9	\$32.1	\$76.3	\$48.3	\$75	\$49.7	\$44.2	\$56.9	\$627
Parking	\$17.5	\$24	\$16.1	\$6	\$18.2	\$24.2	\$22.1	\$16.2	\$12	\$2.9	\$8.4	\$167.6
Downtown Terminals	\$58.7	\$56.5	\$1.2	\$0.6	\$10.5	\$42.8	\$4.3	\$64.8	\$4.5	\$1.2	\$45.2	\$290.2
Total	\$826.1	\$726	\$344.2	\$53.5	\$590.2	\$518.3	\$512.4	\$567.2	\$405.2	\$346.7	\$371.6	\$5,261.4

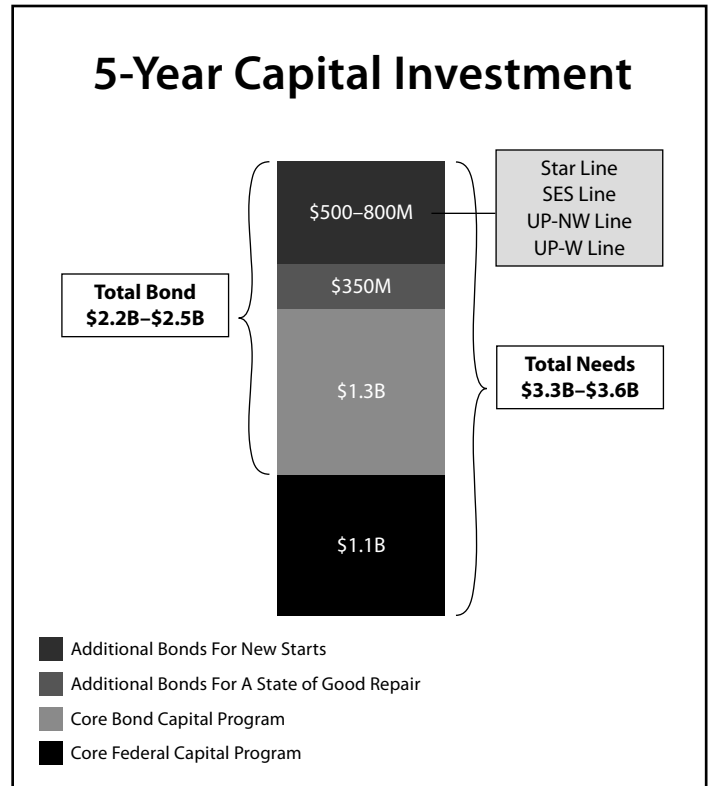
Capital Spending: The Price of Deferment

What will happen if a state capital program does not materialize? What are the options if the state does not provide the resources necessary to properly maintain and strategically grow the Metra system?

Without new sources funding for capital in 2009, Metra riders will see erosion in service quality and on-time performance. Rail cars will be rehabbed at less frequent intervals; station renewal projects will be delayed; equipment failures and train overcrowding will become more frequent because we lack the funds to perform life-extending rail car overhauls and purchase new equipment. The inability to perform cyclical maintenance and to continue renewal of the tracks due to funding shortages will result in a rougher ride and slow zones that will reduce on-time performance. Experience has shown that it can take decades to recover from even just a few years of deferred maintenance.

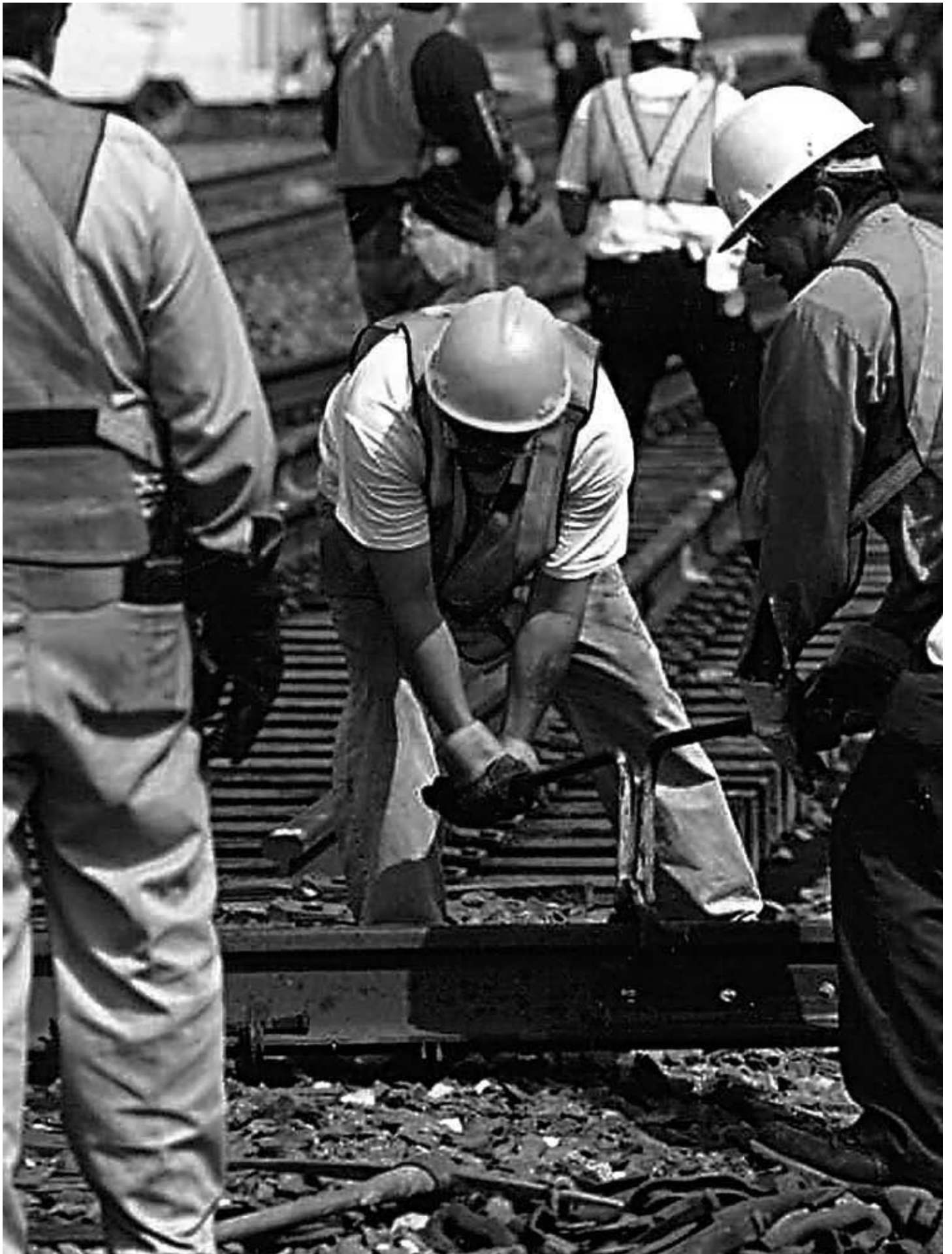
Metra currently estimates that it needs a minimum of \$2.6 billion in capital investment over the five-year program to maintain a state of good repair.

One capital project that is a top priority at Metra is the purchase of 160 Highliner cars for the Electric District. The cars in this fleet date back to 1971 and can no longer be rebuilt or refurbished. They must be completely replaced. The total cost of the Highliner purchase is estimated at \$585 million in today's dollars.



Past and Present





Ridership Continues to Grow

Record gas prices and extensive construction projects have compelled more people throughout the region to consider public transportation. In 2008, Metra is on track to a record 85 million rides by year's end. In July 2008, Metra provided more than 8 million rides, marking the first time Metra has carried that many passengers in a single month. Through July, ridership is up by 5.3 percent over the same period in 2007.

Accommodating such rapid ridership growth without the capital resources to add to our rolling stock fleet has been a challenge. We operate a rail car and locomotive fleet with one of the lowest spare ratios in the industry. With many of our trains operating at or near capacity, Metra staff has pursued creative solutions to alleviate overcrowding.

One such program, adopted by the Metra Board of Directors in August 2008, will decrease the number of lavatories available on our trains while adding more seating. Under this plan, the lavatories on existing non-ADA accessible cars will be removed during each car's scheduled rehabilitation and six seats will be added to each car. This will result in an additional 2,022 seats. Future rail procurements will be designed to maintain a 50 percent ratio for cars equipped with restroom facilities.

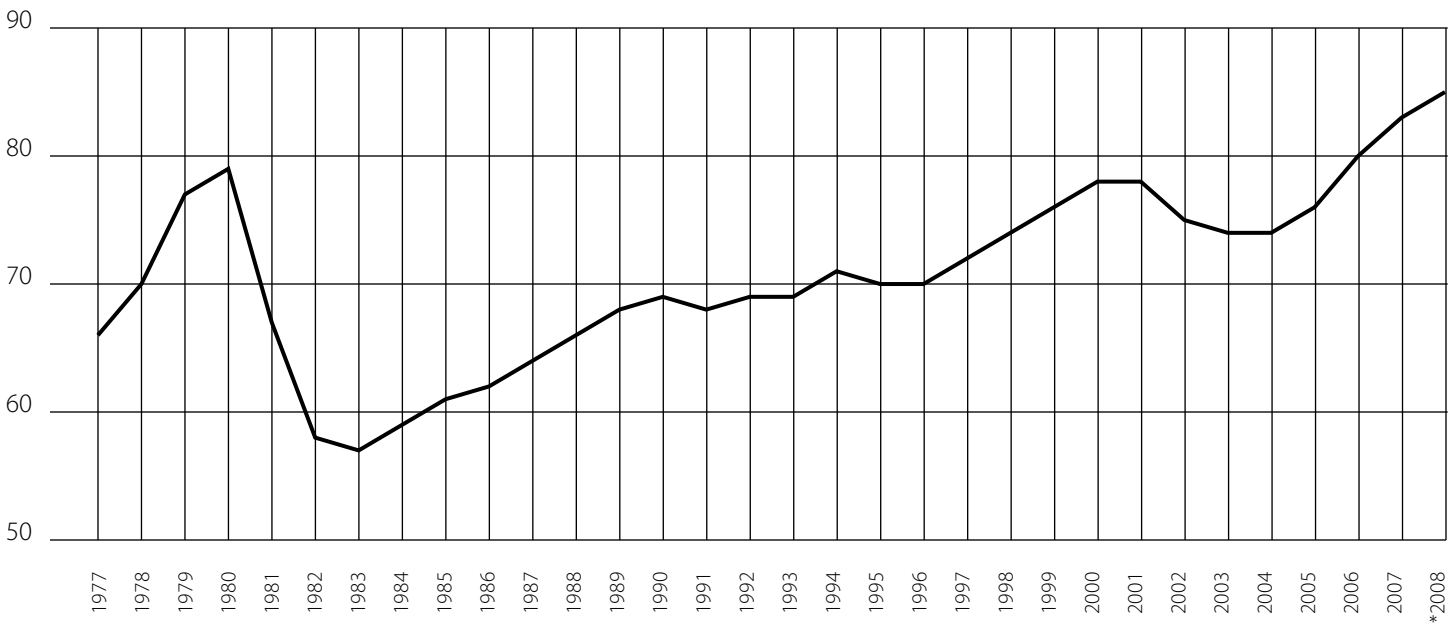
Whenever possible, Metra has reallocated equipment and modified schedules to meet customer demand. Over the past several years, schedules have been adjusted on six of our rail lines to better serve the weekday rider. This includes the addition of the "Sunrise Express" on the Union Pacific North Line to provide early morning and reverse commuting options to communities on the North Shore, and a new early morning reverse-commute option on the Rock Island Line from LaSalle Street Station to Joliet.

Metra is also working to meet increasing demands for weekend service. In May 2008, Metra expanded its weekend service on its Milwaukee District North and Union Pacific North lines adding two trains in each direction on Saturdays and one train in each direction on Sundays.

We have applied for grant money through the RTA's Innovation, Coordination and Enhancement Program (ICE) to begin the first-ever, Saturday commuter operations on our SouthWest Service (SWS) to Manhattan. If funding is approved by the RTA, Saturday service would begin on the SWS in February 2009.

Lastly, to augment our service as necessary and increase our rail car spare ratio, we have pursued the purchase of used rail cars from transit agencies in Virginia and Utah.

Ridership Trends 1977 – 2008 (Rides in Millions)



*Projected Passenger Trips

Fares

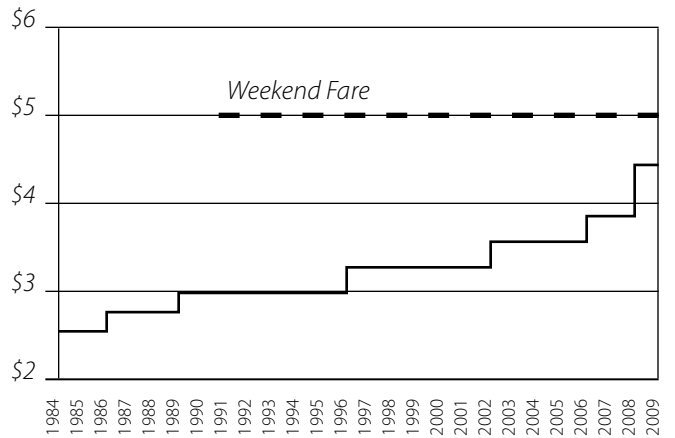
In February 2008, Metra imposed a 10 percent fare increase. Revenues generated from this increase have been used to help offset higher-than-budgeted fuel prices and to reinstate our capital farebox financing program. The 2008 increase marked the sixth time Metra has raised fares. Metra does not propose to raise base fares in 2009.

Additionally, Metra does not currently plan to raise the price of its weekend ticket, which has remained at \$5 since the program's inception in 1991. Weekend ticket sales have risen by 292 percent since the program began. During the past 12 months, weekend ticket sales have risen by 13 percent with average sales of about 150,000 weekend tickets per month.

A 2006 audit of the region's transit agencies by the Illinois Auditor General found that Metra outperformed its peers in nine areas that measure a transit service's efficiency and effectiveness. However, the Auditor General did recommend that in the absence of any other funding sources Metra should consider fare increases.

Metra's Board has long held to a policy of incremental fare increases every three to four years to address rising costs while minimizing ridership losses. By holding our base operating expenses in check and by investing in capital improvements that reduce overall operating costs, Metra has been able to maintain a stable fare system and levels of increases throughout its history. We see no need for a radical departure from this philosophy.

Metra Zone E One-Way Fare



Metra Peer Comparison Summary — 2004

The performance of Metra's commuter rail service is analyzed from several perspectives in the following sections:

- Service Provided and Consumed – change in key service statistics.
- Service Efficiency – cost of providing Metra commuter rail service.
- Service effectiveness – use of Metra commuter rail service.
- Cost Effectiveness – consumption of public transportation services in relationship to resources expended.
- Passenger Revenue Effectiveness – share of total operating expenses born by the users.

	Relative to Peers
Efficiency	
Operating cost per vehicle hour	Better than peers
Fringe costs as percent of salaries	Better than peers
Operators wages per vehicle hour	Better than peers
Vehicle maintenance expenses per vehicle hour	Better than peers
General and administrative hours per train hour	Better than peers
Effectiveness	
Passengers per vehicle hour	Better than peers
Cost per passenger	Better than peers
Operating cost per passenger mile	Better than peers
Farebox recovery shortfall per passenger	Better than peers

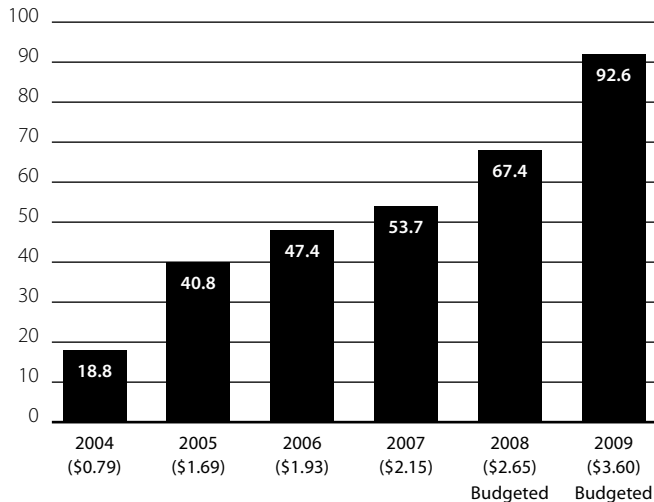
* Information on this chart taken from the State of Illinois Office of the Auditor General Performance Audit – March 2007

Maintaining Our Ratio

Metra is recognized in the transit industry as having one of the highest revenue recovery ratios of any rail system. At 55 percent, the recovery ratio represents the ratio of Metra system revenues to expenses, less certain exclusions that must be achieved within the statutory provisions of the RTA Act. Metra expects to maintain a 55 percent recovery ratio through 2009.

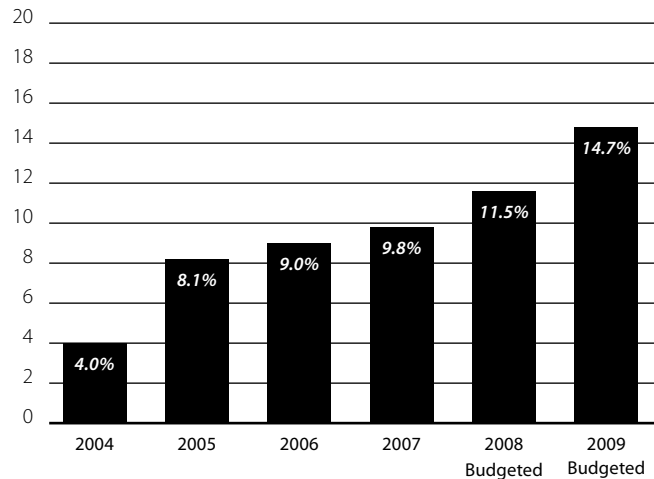
The operating efficiencies created through our capital programs to renew and replace aging equipment and infrastructure have been a major factor behind our ability to achieve such a high recovery ratio. The lack of adequate capital funding and the subsequent disinvestment in the railroad system will begin to impact the quality and efficiency of our service.

Annual Diesel Fuel



Annual Diesel Fuel

as Percentage of Total Expense



What Future Do You Want to See?

Metra is at a crossroads. Continued disinvestment in the system's assets will actually increase operating costs. It took nearly 20 years for Metra to create a state of good repair due to deferred maintenance by private operators.

The 2009-2013 Metra Capital Program included in this document (Tables 5 & 6) shows the money available from current resources and also includes the assumption that a major state bond program will be created in 2009. The program does not include funding for an additional \$350 million in capital improvements. Without a state bond program, however, our capital program will be further restricted; and we will struggle to maintain the system at even a level of fair repair, resulting in more frequent mechanical breakdowns and further deterioration of track and structures.



Rolling Stock

Metra's fleet consists of 144 locomotives, 818 Bi-Level cars and 171 electric-propelled Highliner cars. Its replacement value is \$2.7 billion.

For Metra to maintain a state of good repair, rail cars must undergo rehabilitation every 15 years, meaning that 50 rail cars per year must go through our rehab program. Without a state capital program, Metra has been able to rehab 23 cars per year since 2005, resulting in an 18 to 19-year rehabilitation cycle. Our locomotives must be rehabbed every ten years to maintain a state of good repair. Currently, that cycle has been extended from ten to 12 years.

Most pressing is our need to replace 160 Highliner cars used on the Metra Electric District. These cars are nearly 40 years old and must be replaced. Replacement costs are currently estimated at \$585 million.

In addition to the Highliner cars, our five-year capital program calls for the replacement of 50 Bi-level gallery cars at \$100 million, ten new locomotives at \$40 million, the rehab/remanufacture of 130 locomotives at \$230 million and the rehab of 213 Bi-Level cars at \$177 million.

Track & Structure

Track and structure are the foundation of the Metra system. Without the continual renewal of track components, retaining walls and bridges, Metra's reliable on-time service would evaporate and the wear and tear on our rail cars and locomotives would increase. Since Metra formed, we have spent \$754.3 million on track and \$525.6 million on structural replacement.

To maintain a state of good repair, Metra has established a continual cycle of inspection and renewal for its track and structures. We currently replace 80,000 ties and 45 rail crossings per year. Ballast and track resurfacing is performed on a 4-year cycle, and since 1980, 82 bridges on the Metra system have been replaced.

Track and structure projects included in the 2009-2013 Capital Program total \$622 million. This includes \$410 million for the replacement of bridges, including 29 on the UP-North Line that are more than 100 years old. Tie and ballast replacement is set at \$48 million, railroad crossing replacement is set at \$17 million, rail replacement at \$28 million, structural upgrades at \$30 million and other improvements at \$89 million.

Signal Electrical and Communications

Signals and communications systems are vital to safe railroad operations. Since Metra's formation, we have invested \$495.9 million to upgrade our signal systems. These signal systems are aging and replacement parts are limited in availability. Although our five-year capital program includes \$39.6 million to upgrade our signal systems, without a new state program we will be unable to sufficiently fund these necessary upgrades.

The Metra system has 534 at-grade crossings, including 148 that are interconnected with traffic signals. Maintaining and upgrading crossing signal systems is also critical for safety. The 2009-2013 program includes \$13 million for crossing signal improvements.

The 2009-2013 program also includes \$34 million to upgrade interlockings, which will improve operations efficiency and enable increased capacity on our system; \$20 million to upgrade electrical substations on our Metra Electric District; and \$40 million for the installation of a communications-based train control on the Metra Electric District, Milwaukee District and SouthWest Service Lines. Communications-based train control will provide an added level of safety for our train crews and passengers. In addition, \$9 million is allocated for passenger communications improvements, including upgrades to our GPS-based train monitoring system.

Facilities & Equipment

Metra has 18 rail yards and seven maintenance facilities. When Metra took over commuter rail operations in Northeastern Illinois in 1984, most of these facilities were out of date and inefficient. To date, \$412.4 million has been spent to modernize our rail yards and shops.

However, the majority of these capital expenditures occurred more than a decade ago. Additional capital investments must be made so that we can efficiently repair track, service our rail cars and locomotives and respond to failures such as a signal problem of a broken crossing gate. Equipment and vehicles have reached the end of their useful life and must be replaced.

Upgrades and expansions are also necessary to accommodate system expansion. The five-year program includes \$256.8 million for Metra's support facilities and equipment, including upgrades to the Weldon Yard on the Electric District. These projects can have an immediate impact on Metra's operating budget since operations costs increase when equipment doesn't run at optimum efficiency.

Stations and Parking

Station and parking improvements are some of the most visible capital improvements to our customers. Historically, we have invested \$627 million to improve our outlying stations and \$290 million to upgrade our downtown terminals. We have also invested \$167.6 million to improve and expand parking facilities at our stations.

The 2009-2013 Capital Program allocates \$84.7 million for station and parking improvements. Due to constraints in capital funding, station improvements are being limited to necessary rehabilitation to maintain the integrity of the facilities and upgrades that meet the requirements of the Americans with Disabilities Act (ADA). Parking improvements will be limited to areas where Metra currently owns property that will enable expansion.

MetraMarket at the Ogilvie Transportation Center



Millennium Station



Laying the Groundwork for the Future

Metra will continue programs that have helped it keep costs in line and take advantage of potential revenue sources.

In September 2008, Metra and U.S. Equities broke ground on the \$43 million MetraMarket project, which will transform underutilized property at the Ogilvie Transportation Center to create a new retail and dining destination in Chicago's West Loop. The property, which will also include the city's first authentic French market, is expected to generate \$38 million to \$40 million in revenues for Metra over the next 25 years.

In 2008, Metra also extended labor contracts covering 99 percent of its unionized workforce. In 2009, we will mark the 25th year of our Labor Management Committee, which has become an industry model for creating and maintaining communication between management and the work force.

Metra was also recognized in 2008 for its efforts to work safely and promote safety around railroads to the public at large. Metra received a Silver Harriman Award from the E. H. Harriman Memorial Awards Institute for outstanding achievements in maintaining employee safety. This marks the 11th time that Metra has been recognized for its safety record. Metra was also recognized by the Illinois Safety Council for its "back to school" safety program and its annual safety poster contest that involves schoolchildren from across Northeastern Illinois in the creation and promotion of rail safety messages.

New Start Program

In 2006, Metra marked the successful completion of three New Start Projects: the extension of the SouthWest Service (SWS) to Manhattan, the extension of the UP-West (UP-W) Line to Elburn and the capacity expansion of the North Central Service (NCS). The Federal Transit Administration has lauded Metra's planning, engineering and management of all three projects, noting that they were completed on schedule and within budget. Since the completion of these projects in 2006, ridership has grown by 29 percent on the NCS, 19 percent on the SWS and 11 percent on the UP-W. That's a combined increase of more than 1 million rides.

Four Metra New Start projects were authorized in the most recent Federal Transportation Act: the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU). These projects include the 55-mile Suburban Transit Access Route (STAR Line), the creation of a SouthEast Service line serving southeastern Cook and Will counties, the extension and capacity expansion of the UP-Northwest Line and infrastructure improvements to expand capacity on the UP-West Line.

In 2009, Metra staff will continue the preliminary planning and informational activities for these four projects. However, without the availability of an estimated \$500 to \$800 million in local match funding, we will not be able to move forward with preliminary engineering. The 2009-2013 Capital Program does not include funding for these projects.



2009 Budget Overview

Metra is proposing a 2009 Operating Budget and 2010–2011 Financial Plan that meets the RTA's 55 percent revenue recovery ratio requirement. Various categories of revenues and expenses are described in more detail below.

Passenger Revenue

Passenger revenue is expected to continue to increase over the 2008 Estimate as the result of increased ridership due in good measure to the high costs of gasoline and traffic congestion.

Reduced Fare Reimbursement

In 2008, the State of Illinois eliminated funding for the annual \$3.4 million reimbursement of this program for its Fiscal Year ending June 30, 2009. Consistent with the RTA Business Plan, we are assuming that this program will be restored for the July to December period. Accordingly, \$1.7 million has been budgeted for 2009 revenues. Also in accordance with the RTA's guidance, the \$1.7 million not funded by the state for the January to June months will be included as an adjustment to the calculation of the revenue recovery ratio.

Capital Credits, Leases, etc...

The 2009 Budget for Capital Credits, Leases, etc. anticipates higher levels of capital project work than in 2008. This will help to offset the lower levels of investment income expected due to lower interest rates as the result of the recent turmoil in the financial markets.

Base Operating Expenses

The 2009 Budget for the majority of operating expenses, excluding diesel fuel, security, health insurance, and electricity for motive power and utilities, is 4.1 percent higher than the 2008 Estimate and only 3.6 percent higher than the 2008 Budget. For the period 2009 through 2011, expenses are estimated to increase in accordance with the terms of contracts and agreements, or with projections of market indices, as they may be applicable.

Some points to note include:

- Like the rest of the railroad industry, Metra is facing a wave of retirements and needs skilled replacements to ensure safe and reliable service. To help meet that need, the budget for Apprenticeship Programs has been increased to \$4 million from \$1 million in 2008.
- The 2009 Operating Budget also provides for an experimental program, partially funded by an RTA Innovation, Coordination and Enhancement (ICE) grant, to provide Saturday operations on the SouthWest Service.
- As part of continuing efforts to contain costs, the budget for administration was reduced by \$1.5 million from the 2009 preliminary budget presented to the Metra Board in September.



High-Volatility Items

Diesel Fuel

Annual diesel fuel expense has been growing dramatically each year. Diesel fuel has risen from a low of \$0.79 a gallon in 2004 to an estimated \$3.41 for 2008, and is projected at \$3.60 for 2009. Whereas our total diesel fuel bill was \$18.8 million in 2004, it is estimated to be \$87.4 million in 2008, or \$20 million over a budget that assumed an average of \$2.65 a gallon. For 2009, our projection of \$3.60 a gallon is a total of \$92.6 million. This is nearly 5 times the amount spent in 2004 for diesel fuel. The projected annual average prices for diesel fuel in 2010 and 2011 are \$3.70 and \$3.75 per gallon, respectively.

The impact of the rising cost of diesel fuel has become an increasing burden on operating costs. In 2004, diesel fuel was only 4 percent of total operating costs. That share of the total operating budget doubled in just one year to 8 percent in 2005. For 2008, diesel fuel is estimated to be over 14 percent of total operating expenses. In 2009, it will increase to about 15 percent of total operating expenses. That is 3.7 times the share of total operating costs as compared to 2004's relative portion.

Security

For 2009, the budget for security has been set at \$16 million, which is 4.6 percent above the 2008 estimate of \$15.3 million. Security expenses are expected to increase from 2009 levels in 2010 and 2011 by \$1 million each year.

Health Insurance

Health insurance costs in 2008 are projected to be on budget. Health insurance costs for 2009 are assumed to increase by 6 percent over 2008, with slightly more moderate annual growth of 5 percent in 2010 and 5.6 percent in 2011. These growth assumptions are consistent with recently published projections.

Electricity

Electric power was deregulated in 2007. Metra negotiated favorable power supply contracts which expire in May 2009. For 2009, we are budgeting motive power and electric utility costs to increase by \$1.4 million or 8.6 percent over the 2008 estimate. Cost increases are expected to moderate in 2010 and 2011.

Summary

Table 2 presents Metra's 2009 Preliminary Budget, and Table 4 summarizes Metra's 2009 Preliminary Budget and 2010-2011 Financial Plan. The Metra Preliminary Budget and Financial Plan are presented in a manner consistent with its financial statements, with adjustments in format made, as appropriate, for illustrative purposes. Certain 2008 figures have been reclassified to conform to the 2009 presentation. Revenues are recognized when earned and expenses are recorded in the period in which goods and services are used. Metra's 2009 Projected Cash Flow Summary is included as Table 15.



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Calculation of 2009–2011 Revenue Recovery Ratios (\$ in 000s)

Table 1

	2009	2010	2011
System Generated Revenues	\$325,800	\$341,400	\$353,300
Additions to Recovery Ratio Revenues <i>Credit for lost Senior Fares and one-half year of Reduced Fare Reimbursement not funded by State of Illinois in FY 2009.</i>	\$7,400	\$5,900	\$6,100
Revenue Recovery Ratio Revenues	\$333,200	\$347,300	\$359,400
Total Operating Expenses	\$641,660	\$668,600	\$692,110
Exclusions from Recovery Ratio Expenses <i>Costs related to the acquisition and use of transportation facilities, security, and depreciation.</i>	\$(35,900)	\$(37,200)	\$(38,600)
Revenue Recovery Ratio Expenses	\$605,760	\$631,400	\$653,510
Revenue Recovery Ratio	55.0%	55.0%	55.0%

Metra Operating Budget Comparisons: 2008 Budget, 2008 Estimate & 2009 Budget (\$ in 000s)

Table 2

	2008 Budget	2008 Estimate	2009 Budget
Total Operating Revenues	\$296,300	\$307,500	\$315,800
Capital Farebox Revenues	\$10,000	\$10,000	\$10,000
Total Revenue	\$306,300	\$317,500	\$325,800
Capital Farebox Program Expenditures	\$10,000	\$10,000	\$10,000
Base Operating Expenses	\$430,800	\$428,600	\$446,140
High-Volatility Items			
Diesel Fuel	\$67,400	\$87,400	\$92,560
Security	17,000	15,300	16,000
Health Insurance	56,000	56,000	59,360
Electricity	15,200	16,200	17,600
Subtotal—High-Volatility Items	\$155,600	\$174,900	\$185,520
Total Operating Expenses	\$586,400	\$603,500	\$631,660
Total Expenditures	\$596,400	\$613,500	\$641,660
Funded Deficit	\$290,100	\$296,000	\$315,860

2009 Metra Operating Budget by Carrier & Type of Expense (\$ in 000s)

	Metra Owned & Operated*	BNSF Railway	Union Pacific	NICTD/ South Shore	Total Metra
Revenues					
Passenger Revenue	\$109,402	\$52,616	\$85,699	\$4,283	\$252,000
Reduced Fare Reimbursement	\$825	\$210	\$650	\$15	\$1,700
Capital Credits, Leases, etc.	\$61,625	\$5	\$70	\$400	\$62,100
Total Operating Revenues	\$171,852	\$52,831	\$86,419	\$4,698	\$315,800
Capital Farebox Revenues	\$10,000	0	0	0	\$10,000
Total Revenues	\$181,852	\$52,831	\$86,419	\$4,698	\$325,800
Operating & Capital Expenditures					
Capital Farebox Program Expenditures	\$10,000	0	0	0	\$10,000
Transportation	\$84,532	\$22,122	\$54,997	\$2,349	\$164,000
Maintenance of Way	\$62,849	\$4,211	\$35,788	\$1,352	\$104,200
Maintenance of Equipment	\$50,302	\$16,737	\$35,543	\$1,718	\$104,300
Apprentice Programs	\$4,000	0	0	0	\$4,000
Risk Mgmt, Insurance, Claims & Related	\$8,700	\$2,342	\$4,203	\$555	\$15,800
Administration	\$17,385	\$848	\$2,480	\$1,237	\$21,950
Regional Services	\$7,350	\$1,518	\$3,900	\$282	\$13,050
RTA Pension	\$4,740	0	0	0	\$4,740
Downtown Stations	\$7,641	\$5,300	\$1,159	0	\$14,100
Subtotal—Base Operating Expenses	\$247,499	\$53,078	\$138,070	\$7,493	\$446,140
Diesel Fuel	\$36,893	\$16,117	\$39,550	0	\$92,560
Security	\$13,356	\$1,023	\$1,505	\$116	\$16,000
Health Insurance	\$38,484	\$6,446	\$13,305	\$1,125	\$59,360
Electricity	\$11,668	\$1,272	\$4,215	\$445	\$17,600
Subtotal—High-Volatility Items	\$100,401	\$24,858	\$58,575	\$1,686	\$185,520
Total Operating Expenses	\$347,900	\$77,936	\$196,645	\$9,179	\$631,660
Total Operating & Capital Expenditures	\$357,900	\$77,936	\$196,645	\$9,179	\$641,660
Total Funded Deficit	\$176,048	\$25,105	\$110,226	\$4,481	\$315,860
Recovery Ratio					55.0%
Recovery Ratio Additions to Revenue					\$7,400
Recovery Ratio Exclusions from Expense					\$35,900

* Rock Island District, Metra Electric District, Metra Heritage Corridor, Milwaukee District, North Central Service, and SouthWest Service

2009 Budget Summary and 2010–2011 Financial Plan (\$ in 000s)

	2009 Budget	2010 Plan	2011 Plan
REVENUES			
Passenger Revenue	\$252,000	\$257,200	\$262,500
Reduced Fare Reimbursement	\$1,700	\$3,400	\$3,400
Capital Credits, Leases, Etc.	\$62,100	\$70,800	\$77,400
Total Operating Revenues	\$315,800	\$331,400	\$343,300
Capital Farebox Revenues	\$10,000	\$10,000	\$10,000
Total Revenues	\$325,800	\$341,400	\$353,300
EXPENDITURES			
Capital Farebox Program Expenditures	\$10,000	\$10,000	\$10,000
Base Operating Expenses			
Transportation	\$164,000	\$170,340	\$176,840
Maintenance Of Way	\$104,200	\$108,200	\$112,300
Maintenance Of Equipment	\$104,300	\$108,300	\$112,400
Apprentice Programs	\$4,000	\$4,200	\$4,400
Risk Mgmt, Insurance, Claims & Related	\$15,800	\$19,500	\$20,200
Administration	\$21,950	\$22,710	\$23,400
Regional Services	\$13,050	\$13,450	\$13,850
RTA Pension	\$4,740	\$4,900	\$5,200
Downtown Stations	\$14,100	\$14,600	\$15,100
Subtotal—Base Operating Expenses	\$446,140	\$466,200	\$483,690
Diesel Fuel	\$92,560	\$95,100	\$96,320
Security	\$16,000	\$17,000	\$18,000
Health Insurance	\$59,360	\$62,300	\$65,800
Electricity	\$17,600	\$18,000	\$18,300
Subtotal— High-Volatility Items	\$185,520	\$192,400	\$198,420
Total Operating Expenses	\$631,660	\$658,600	\$682,110
Total Expenditures	\$641,660	\$668,600	\$692,110
Total Funded Deficit	\$315,860	\$327,200	\$338,810
Recovery Ratio	55.0%	55.0%	55.0%

Metra 2009–2013 Capital Program (\$ in 000s)

Table 5

			Core Program*		State Bond Program**
			2009	2010–2013	2010–2014
Rolling Stock	Highliner Car Replacement (160)	MED	0	0	\$585,000
	New Bi-Level Cars (50)	MET	0	0	\$100,000
	New Locomotives (10)	MET	0	0	\$40,000
	Remanufacture/Rehab Locomotives (130)	MET	0	0	\$230,000
	Locomotive Improvements	MET	\$3,300	\$3,674	0
	Car Rehabilitation (213)	MET	\$14,500	\$162,558	0
	Car Improvements	MET	\$842	\$1,952	0
	MU Car Improvements	MET	\$750	\$3,444	0
	Fleet Component Overhaul	MET	\$7,036	\$34,218	0
	Engineering & Management	MET	\$1,224	\$9,664	0
Subtotal			\$27,652	\$215,510	\$955,000
Track & Structure	Ties and Ballast	MET	\$12,550	\$35,662	0
	Track Improvements	MET	\$415	\$6,889	0
	Crossings (Road & Track)	MET	\$3,000	\$13,780	0
	Undercutting & Surfacing	MET	\$500	\$5,512	0
	Rail	MET	\$6,050	\$22,045	0
	NCS Improvements	NCS	\$624	\$2,756	0
	Bridges	MET	\$50,100	\$195,232	\$165,000
	Retaining Wall Rehab	MET	\$9,300	\$12,891	0
	Track Fencing	MET	\$200	\$1,377	0
	Catenary Structures	MED	\$400	\$3,444	0
	Structural Improvements	MET	0	\$459	0
	Structural Upgrades	MET	\$2,000	\$27,558	0
	Engineering & Management	MET	\$8,442	\$35,401	0
Subtotal			\$93,581	\$363,006	\$165,000
Signal, Electrical and Communications	Signal System Upgrades	MET	\$10,600	\$28,983	0
	Crossing Signal Improvements	MET	\$1,600	\$11,485	0
	Interlockings	MET	\$7,200	\$26,767	0
	Signal Bridges	MET	\$500	\$3,215	0
	Electrical Equip & Improvements	MET	0	\$11,345	0
	Wire & Transmission Lines	MED	\$1,500	\$5,278	0
	Backup & Standby Power	MET	0	\$3,650	0
	Electrical Systems Improvements	MET	0	\$4,594	0
	Electrical Substations	MED	0	0	\$20,000
	Passenger Information Improvements	MET	\$2,800	\$6,283	0
	Communication Based Train Control	MET	0	0	\$40,000
	Switch Heaters	MET	\$150	\$3,674	0
	Signal Batteries, Rectifiers	MET	\$150	\$688	0
Engineering & Management	MET	\$2,634	\$11,648	0	
Subtotal			\$27,134	\$117,610	\$60,000

*The core program as presented does not achieve a state of good repair. In order to reach this goal, supplemental funding will be required.

**Per the RTA capital marks, the proposed State of Illinois bond program covers the period 2010 through 2014.

Metra 2009–2013 Capital Program (cont.) (\$ in 000s)

Table 5

			Core Program*		State Bond Program**
			2009	2010–2013	2010–2014
Facilities & Equipment	Yard Improvements	MET	\$7,150	\$18,269	\$150,000
	Building Improvements	MET	\$2,000	\$8,071	0
	Tanks and Fueling	MET	\$500	\$2,296	0
	Equipment & Vehicles	MET	\$5,000	\$22,293	0
	Equipment—Office	MET	\$1,270	\$7,428	0
	Revenue Accounting System	MET	\$2,000	\$10,130	0
	Engineering & Management	MET	\$3,830	\$16,562	0
Subtotal			\$21,750	\$85,049	\$150,000
Stations & Parking	Stations and Parking	MET	\$16,650	\$55,162	0
	80th Ave Station	RID	\$181	0	0
	New Stations	MET	\$1,129	0	0
	Commuter Parking	MET	\$2,568	0	0
	Kennedy-King Study	MET	\$68	0	0
	Engineering & Management	MET	\$1,954	\$7,039	0
Subtotal			\$22,548	\$62,201	0
Support Activities	Material Handling	MET	\$1,560	\$6,889	0
	Homeland Security	MET	\$5,000	\$20,000	0
	CREATE	MET	0	0	\$20,000
	Unanticipated Capital	MET	\$1,248	\$5,512	0
	Project Admin/Contingencies	MET	\$2,885	\$3,674	0
Subtotal			\$10,693	\$36,075	\$20,000
Grand Total***			\$203,358	\$879,451	\$1,350,000

*The core program as presented does not achieve a state of good repair. In order to reach this goal, supplemental funding will be required.

**Per the RTA capital marks, the proposed State of Illinois bond program covers the period 2010 through 2014.

***Grand total including subtotals from previous page.

Capital Program Funding Five-Year Plan (\$ in Millions)

Table 6

	2009 Core Program	2010-13 Core Program	2010-14 Bond Program*	Total
Federal	\$148.9	\$638.3	0	\$787.2
State	0	0	0	0
Bond	0	0	\$1,350.0	\$1,350.0
Metra**	\$51.1	\$228.0	0	\$279.1
CMAQ	\$3.3	\$13.2	0	\$16.5
Total	\$203.3	\$879.5	\$1,350.0	\$2,432.8

* RTA assumes a State Capital Bond Program at \$3 billion to be programmed over a 5-year period starting in 2010. CMAQ funding is based on the RTA funding marks.

** Includes \$50 million for capital farebox financing program and \$189.6 million needed to match federal program in the absence of a state capital program.

Physical Description

Table 7

Carrier/Line	Location of Outlying Terminal	Downtown Terminal	Number of Stations			Accessible Stations			Rolling Stock				Route Miles
			Illinois	Out of State	Total	Partial	Full	Loco-motives	Trailer Cars	Cab Cars	Electric Pro-pelled	Track Miles	
BNSF Railway	Aurora, IL (Kane Co.)	Chicago Union Station	25	0	25	6	12	28	133	31	0	144.0	37.5
Union Pacific	North Line	Kenosha, WI (Kenosha Co.)	24	1	25	1	20					107.5	51.6
	Northwest Line	Harvard, IL (McHenry Co.)	21	0	21	2	16					161.1	63.1
	McHenry Branch	McHenry, IL (McHenry Co.)	1	0	1	1	0					8.0	7.4
	West Line	Elburn, IL (Kane Co.)	18	0	18	3	13					144.2	43.6
Total			64	1	65	7	49	54	255	63	0	418.2	162.3
Electric District	Main Line	University Park, IL (Will Co.)	32	0	32	0	12					86.0	31.5
	Blue Island Branch	Blue Island, IL (Cook Co.)	7	0	7	0	1					5.0	4.4
	South Chicago Branch	Chicago, IL (Cook Co.)	8	0	8	0	8					11.3	4.7
Total			47	0	47	0	21	0	0	0	171	102.3	40.6
Heritage Corridor	Joliet, IL (Will Co.)	Chicago Union Station	5	0	5	0	4	3	11	3	0	78.0	37.2
Milwaukee District	North Line	Fox Lake, IL (Lake Co.)	20	0	20	3	14					97.0	49.5
	West Line	Elgin, IL (Kane Co.)	21	0	21	0	20					102.8	39.8
	Total		41	0	41	3	34	31	106	47	0	186.4	83.9
North Central Service	Antioch, IL (Lake Co.)	Chicago Union Station	15	0	15	0	15	6	22	6	0	85.0	52.8
SouthWest Service	Manhattan, IL (Will Co.)	Chicago Union Station	12	0	12	0	12	5	33	5	0	59.3	40.8
Rock Island District	Main Line	Joliet, IL (Will Co.)	13	0	13	2	10					84.0	40.2
	Beverly Branch	Blue Island, IL (Cook Co.)	11	0	11	5	3					13.3	6.6
Total			24	0	24	7	13	17	78	32	0	97.1	46.8
Downtown Terminals			5	0	5	0	5						
System Totals*			238	1	239	23	165	144	638	187	171	1,155.1	487.7

*South Shore (NICTD) is not included.

Operating and Service Characteristics as of 2008

Table 8

Carrier/Line	Revenue Trains			Train Miles Jul 07–Jun 08	Car Miles Jul 07–Jun 08	Average Scheduled Speeds			On-Time Performance	
	Weekday	Sat	Sun/Hol			Weekday Peak	Weekday Off-Peak	Weekend/ Holiday	2007 Average	Jan–Jun 08 Average
BNSF Railway	94	28	18	950,887	6,912,432	35.4	31.3	29.3	95.8%	95.6%
Union Pacific	70	26	18	735,067	4,036,257	30.6	29.1	30.6	95.4%	93.3%
Northwest	65	24	15	942,245	6,310,876	33.9	32.8	34.0	96.0%	94.9%
West	59	20	18	693,046	4,638,670	30.6	31.2	31.2	94.1%	94.3%
Total	194	70	51	2,370,358	14,985,803				95.2%	94.2%
Electric District	79	46	20	727,884	3,664,935	24.0	23.3	23.6	96.8%	97.8%
Blue Island	37	30	0	152,323	497,163	32.3	29.5	29.1	98.3%	98.5%
So Chicago	54	48	20	228,688	886,341	20.2	20.5	20.7	98.0%	98.9%
Total	170	124	40	1,108,895	5,048,439				97.5%	98.3%
Heritage Corridor	6	0	0	56,808	264,084	35.2	--	--	91.1%	89.5%
Milwaukee District	60	24	20	752,738	4,426,015	32.2	30.9	31.3	93.6%	95.3%
West	58	24	18	659,880	4,489,831	29.5	29.4	29.8	95.8%	96.9%
Total	118	48	38	1,412,618	8,915,846				94.7%	96.1%
North Central Service	22	0	0	230,859	1,822,245	34.6	34.0	--	94.6%	94.4%
SouthWest Service	30	0	0	295,487	1,337,525	27.1	27.2	--	96.5%	95.1%
Rock Island District	68	20	16	702,359	4,866,480	29.0	29.7	30.1	94.2%	96.4%
System Totals/Averages*	702	290	163	7,128,271	44,152,854	31.4	29.8	29.8	95.7%	96.0%

* South Shore (NICTD) is not included.

Commuter Rail Stations by Fare Zone

Table 9

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

* CUS = Chicago Union Station
OTC = Ogilvie Transportation Center

Commuter Rail Stations by Fare Zone (cont.)

Table 9

ZONE	NORTH CENTRAL SERVICE	ROCK ISLAND MAIN	ROCK ISLAND BRANCH	SOUTHWEST SERVICE	UNION PACIFIC NORTH	UNION PACIFIC NORTHWEST	UNION PACIFIC WEST
A (0.0-5.0)	CUS* 0.0 Western 2.9	La Salle 0.0		CUS* 0.0	OTC# 0.0 Clybourn 2.9	OTC# 0.0 Clybourn 2.9	OTC# 0.0 Kedzie 3.6
		Gresham 9.8			Ravenswood 6.5 Rogers Park 9.4	Irving Park 7.0 Jefferson Park 9.1 Gladstone Park 10.1	Oak Park 8.5 River Forest 9.7
C (10.1-15.0)	River Grove 11.4 Belmont Ave. 13.0 Schiller Park 14.8	95th St 10.9 Washington Hts 12.0	Brainerd 10.6 91st 11.3 95th 11.7 99th 12.3 103rd 12.8 107th 13.3 111th 13.8 115th 14.3 119th 14.8	Wrightwood 11.2 Ashburn 12.6	Main St 11.0 Davis 12.0 Central 13.3 Wilmette 14.4	Norwood Park 11.4 Edison Park 12.6 Park Ridge 13.5 Dee Road 15.0	Maywood 10.5 Melrose Park 11.3 Bellwood 12.6 Berkeley 14.3
	Rosemont 15.6 O'Hare Transfer 17.1	Vermont 15.7 Robbins 17.2 Midlothian 18.4	123rd 15.2 Prairie 15.8 Vermont 16.4	Oak Lawn 15.2 Chicago Ridge 16.8 Worth 18.2 Palos Heights 18.7	Kenilworth 15.2 Indian Hill 15.8 Winnetka 16.6 Hubbard Woods 17.7 Glencoe 19.2	Des Plaines 17.1 Cumberland 18.6 Mt Prospect 20.0	Elmhurst 15.7 Villa Park 17.8 Lombard 19.9
	Prospect Heights 24.0	Oak Forest 20.4 Tinley Park 23.5 80th Ave 25.1		Palos Park 20.3 143rd 23.6 153rd 25.2	Braeside 20.5 Ravinia 21.5 Highland Park 23.0 Highwood 24.5	Arlington Heights 22.8 Arlington Park 24.4	Glen Ellyn 22.4 College Ave 23.8 Wheaton 25.0
	Wheeling 27.2 Buffalo Grove 29.5	Hickory Creek 27.5 Mokena 29.6		179th 28.9	Fort Sheridan 25.7 Lake Forest 28.3	Palatine 26.8	Winfield 27.5 West Chicago 29.8
	Prairie View 31.6 Vernon Hills 33.0	New Lenox 34.0			Lake Bluff 30.2 Great Lakes 32.2 North Chicago 33.7	Barrington 31.9	
	Mundelein 36.9 Prairie Crossing 40.7 Libertyville	Joliet 40.2		Laraway Rd. 35.8	Waukegan 35.9	Fox River Grove 37.3 Cary 38.6	Geneva 35.5
	Washington St. 43.9			Manhattan 40.8	Zion 42.1 Winthrop Harbor 44.5	Pingree Road 41.7 Crystal Lake 43.2	La Fox 40.9 Elburn 43.6
Round Lk Beach 45.9 Lake Villa 48.2							
Antioch 52.8				Kenosha 51.5	Mc Henry 50.6 Woodstock 51.6		
					Harvard 63.1		

* CUS = Chicago Union Station
OTC = Ogilvie Transportation Center

Forecasted Ridership and Vehicle Miles: 2008–2011

Table 10

Passenger Trips ¹	2007 Actual	2008 Year-End Projected*	2009 Forecast	2010 Forecast	2011 Forecast
BNSF Railway	16,342,000	17,404,000	17,753,000	18,108,000	18,470,000
Union Pacific	27,260,000	29,102,000	29,684,000	30,277,000	30,883,000
Electric District	11,726,000	11,445,000	11,673,000	11,907,000	12,145,000
Heritage Corridor	740,000	743,000	757,000	773,000	788,000
Milwaukee District	13,531,000	14,633,000	14,925,000	15,224,000	15,528,000
North Central Service	1,418,000	1,606,000	1,639,000	1,671,000	1,705,000
SouthWest Service	2,404,000	2,581,000	2,632,000	2,685,000	2,739,000
Rock Island	9,920,000	9,822,000	10,019,000	10,219,000	10,424,000
System Total**	83,342,000	87,335,000	89,082,000	90,864,000	92,681,000
Year-to-Year Change		4.8%	2.0%	2.0%	2.0%
Passenger Miles²					
BNSF Railway	380,893,000	405,723,000	413,838,000	422,115,000	430,557,000
Union Pacific	614,816,000	646,648,000	659,580,000	672,772,000	686,228,000
Electric District	226,669,000	219,451,000	223,840,000	228,316,000	232,883,000
Heritage Corridor	21,251,000	21,272,000	21,697,000	22,131,000	22,574,000
Milwaukee District	333,066,000	356,787,000	363,923,000	371,201,000	378,625,000
North Central Service	44,224,000	49,912,000	50,910,000	51,928,000	52,967,000
SouthWest Service	45,336,000	48,557,000	49,528,000	50,518,000	51,529,000
Rock Island	210,896,000	208,431,000	212,599,000	216,851,000	221,188,000
System Total**	1,877,150,000	1,956,780,000	1,995,915,000	2,035,834,000	2,076,550,000
Year-to-Year Change		4.2%	2.0%	2.0%	2.0%
Revenue Car Miles					
BNSF Railway	5,393,000	5,392,000	5,387,000	5,387,000	5,373,000
Union Pacific	12,685,000	12,835,000	12,944,000	12,944,000	12,916,000
Electric District	4,694,000	4,706,000	4,687,000	4,687,000	4,681,000
Heritage Corridor	264,000	264,000	264,000	264,000	263,000
Milwaukee District	6,047,000	6,037,000	6,012,000	6,012,000	5,997,000
North Central Service	969,000	984,000	984,000	984,000	980,000
SouthWest Service	921,000	925,000	925,000	925,000	921,000
Rock Island	3,118,000	3,136,000	3,132,000	3,132,000	3,123,000
System Total**	34,090,000	34,279,000	34,334,000	34,334,000	34,254,000
Year-to-Year Change		0.6%	0.2%	0.0%	-0.2%

*Based on January-June actuals.

**South Shore (NICTD) is not included.

¹ Based on Ticket Sales and Free Senior Trips.

² Based on Ticket Sales but does not include Free Senior Trips.

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

Ridership-Related Statistics: July 2007–June 2008

Table 11

Carrier/Line	Passenger Loads (Conductor Counts)											Annual Passenger Trips*	Annual Passenger Miles	Annual Passenger Revenue	Avg Rev Per Psngr Trip	Avg Trip Length (miles)
	Weekday Average				Avg Saturday	Avg Sunday	Avg Week									
	Peak	Reverse	Midday	Evening				Total								
BNSF Railway	47,200	3,600	5,900	4,600	13,700	7,600	327,800	16,830,000	392,319,700	\$47,709,400	\$2.83	23.3				
Union Pacific	23,900	5,900	5,000	3,200	11,200	6,800	208,000	9,791,600	190,610,800	\$25,814,200	\$2.64	19.5				
North	31,000	3,000	5,100	2,800	12,200	7,500	229,200	10,306,700	260,542,900	\$30,095,200	\$2.92	25.3				
Northwest	23,000	1,500	3,500	2,100	8,400	6,000	165,400	8,129,400	175,750,700	\$21,993,000	\$2.71	21.6				
West	77,900	10,400	13,600	8,100	31,800	20,300	602,600	28,227,700	626,904,400	\$77,902,400	\$2.76	22.2				
Electric District	27,300	700	4,100	2,000	7,600	3,500	181,600	10,428,600	207,926,900	\$27,108,300	\$2.60	19.9				
Main Line	2,300	200	400	100	700	0	15,700	224,200	3,767,800	\$558,900	\$2.49	16.8				
Blue Island	5,000	500	1,100	400	2,300	800	37,600	903,300	9,905,500	\$1,469,000	\$1.63	11.0				
So Chicago	34,600	1,400	5,600	2,500	10,600	4,300	234,900	11,556,100	221,600,200	\$29,136,200	\$2.52	19.2				
Total	2,900	0	0	0	2,900	0	14,500	749,500	21,470,300	\$2,264,500	\$3.02	28.6				
Heritage Corridor	16,800	3,200	2,800	1,700	5,200	3,500	130,700	7,432,600	178,219,700	\$21,801,600	\$2.93	24.0				
Milwaukee District	17,900	1,100	2,400	1,300	5,300	3,300	121,600	6,712,200	166,529,600	\$19,596,800	\$2.92	24.8				
North	34,700	4,300	5,200	3,000	10,500	6,800	252,300	14,144,800	344,749,300	\$41,398,400	\$2.93	24.4				
West	4,300	300	400	200	5,200	0	26,000	1,511,800	46,898,000	\$5,179,400	\$3.43	31.0				
Total	8,700	100	800	400	10,000	0	50,000	2,524,600	46,818,400	\$6,425,600	\$2.55	18.5				
North Central Service	30,900	600	3,800	1,300	4,400	2,800	190,200	9,790,600	208,569,800	\$26,135,900	\$2.67	21.3				
SouthWest Service	241,300	20,600	35,400	19,900	71,100	42,000	1,698,300	85,335,100	1,909,330,200	\$236,151,700	\$2.77	22.4				
Rock Island District																
System Totals**																

Note: Columns may not add exactly to System Totals due to rounding. Values rounded to nearest 100.

* Includes free senior trips which began March 17, 2008.

**South Shore (NICTD) is not included.

Ticket Sales by Ticket Type: July 2007 – June 2008

Carrier/Line	Between Chicago, IL (Cook County) and...	Monthly	Ten-Ride	Regular One-Way	Conductor One-Way	Weekend	Link-Up	PlusBus
BNSF Railway	Aurora, IL (Kane County)	251,200	370,500	949,300	505,900	304,100	19,800	5,500
Union Pacific North	Kenosha, WI (Kenosha County)	111,500	289,100	598,300	691,500	264,900		
	Northwest	128,000	240,900	809,400	747,600	292,800		
	West	107,800	192,000	557,700	429,900	212,600		
	Total	347,200	722,000	1,965,400	1,869,000	770,300	19,200	2,800
Electric District	University Park, IL (Will County)	150,800	200,600	1,166,900	341,000	144,600		
	Blue Island, IL (Cook County)	3,100	4,200	31,300	7,200	2,400		
	So Chicago	11,900	20,900	139,700	29,900	700		
	Total	165,800	225,600	1,337,900	378,100	147,700	15,100	700
Heritage Corridor	Joliet, IL (Will County)	13,900	12,100	11,000	16,700	0	**	**
Milwaukee District	Fox Lake, IL (Lake County)	90,400	204,600	485,700	473,700	204,900		
	West	93,400	125,200	473,900	485,000	194,200		
	Total	183,800	329,800	959,600	958,700	399,000	30,900	4,300
North Central Service	Antioch, IL (Lake County)	22,100	31,200	53,200	179,400	800	200	100
SouthWest Service	Manhattan, IL (Will County)	42,400	46,500	71,400	114,500	800	**	**
Rock Island District	Joliet, IL (Will County)	154,500	195,500	569,900	309,800	129,500	9,300	200
System Totals*		1,180,900	1,933,300	5,917,700	4,332,100	1,752,100	94,500	13,500

*South Shore (NICTD) is not included.

**Included with Milwaukee District sales.

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



2009 Adult Fare Schedule

Table 13

	Ticket	A	B	C	D	E	F	G	H	I	J	K	L	M
A	Monthly	58.05												
	Ten-Ride	18.30												
	One-Way	2.15												
		<div style="border: 1px solid black; padding: 5px; display: inline-block;"> Weekend Pass: \$5.00 On-Board Surcharge: \$2.00 </div>												
B	Monthly	63.45	58.05											
	Ten-Ride	20.00	18.30											
	One-Way	2.35	2.15											
C	Monthly	90.45	63.45	58.05										
	Ten-Ride	28.50	20.00	18.30										
	One-Way	3.35	2.35	2.15										
D	Monthly	102.60	90.45	63.45	58.05									
	Ten-Ride	32.30	28.50	20.00	18.30									
	One-Way	3.80	3.35	2.35	2.15									
E	Monthly	116.10	102.60	90.45	63.45	58.05								
	Ten-Ride	36.55	32.30	28.50	20.00	18.30								
	One-Way	4.30	3.80	3.35	2.35	2.15								
F	Monthly	128.25	116.10	102.60	90.45	63.45	58.05							
	Ten-Ride	40.40	36.55	32.30	28.50	20.00	18.30							
	One-Way	4.75	4.30	3.80	3.35	2.35	2.15							
G	Monthly	139.05	128.25	116.10	102.60	90.45	63.45	58.05						
	Ten-Ride	43.80	40.40	36.55	32.30	28.50	20.00	18.30						
	One-Way	5.15	4.75	4.30	3.80	3.35	2.35	2.15						
H	Monthly	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05					
	Ten-Ride	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30					
	One-Way	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15					
I	Monthly	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05				
	Ten-Ride	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30				
	One-Way	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15				
J	Monthly	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05			
	Ten-Ride	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30			
	One-Way	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15			
K	Monthly	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05		
	Ten-Ride	59.95	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30		
	One-Way	7.05	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15		
M	Monthly	217.35	203.85	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05
	Ten-Ride	68.45	64.20	59.95	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30
	One-Way	8.05	7.55	7.05	6.60	6.10	5.65	5.15	4.75	4.30	3.80	3.35	2.35	2.15

2009 Special-User Fare Schedule

Table 14

	Ticket	A	B	C	D	E	F	G	H	I	J	K	L	M
A	Monthly	39.40												
	Ten-Ride	10.50												
	One-Way	1.05												
B	Monthly	43.15	39.40											
	Ten-Ride	11.50	10.50											
	One-Way	1.15	1.05											
C	Monthly	61.90	43.15	39.40										
	Ten-Ride	16.50	11.50	10.50										
	One-Way	1.65	1.15	1.05										
D	Monthly	71.25	61.90	43.15	39.40									
	Ten-Ride	19.00	16.50	11.50	10.50									
	One-Way	1.90	1.65	1.15	1.05									
E	Monthly	80.65	71.25	61.90	43.15	39.40								
	Ten-Ride	21.50	19.00	16.50	11.50	10.50								
	One-Way	2.15	1.90	1.65	1.15	1.05								
F	Monthly	88.15	80.65	71.25	61.90	43.15	39.40							
	Ten-Ride	23.50	21.50	19.00	16.50	11.50	10.50							
	One-Way	2.35	2.15	1.90	1.65	1.15	1.05							
G	Monthly	95.65	88.15	80.65	71.25	61.90	43.15	39.40						
	Ten-Ride	25.50	23.50	21.50	19.00	16.50	11.50	10.50						
	One-Way	2.55	2.35	2.15	1.90	1.65	1.15	1.05						
H	Monthly	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40					
	Ten-Ride	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50					
	One-Way	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05					
I	Monthly	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40				
	Ten-Ride	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50				
	One-Way	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05				
J	Monthly	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40			
	Ten-Ride	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50			
	One-Way	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05			
K	Monthly	131.25	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40		
	Ten-Ride	35.00	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50		
	One-Way	3.50	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05		
M	Monthly	150.00	140.65	131.25	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	43.15	39.40
	Ten-Ride	40.00	37.50	35.00	33.00	30.50	28.00	25.50	23.50	21.50	19.00	16.50	11.50	10.50
	One-Way	4.00	3.75	3.50	3.30	3.05	2.80	2.55	2.35	2.15	1.90	1.65	1.15	1.05

Metra—Metropolitan Rail 2009 Projected Cash Flow Summary (\$ in 000s)

Table 15

	January	February	March	April	May	June
Beginning Balance	\$62,800	\$60,426	\$60,262	\$68,100	\$71,254	\$75,549
Operating Revenue	\$24,982	\$24,277	\$25,033	\$25,688	\$26,116	\$27,275
Capital Farebox Revenue	\$833	\$833	\$833	\$833	\$833	\$833
Total Operating Revenue	\$25,815	\$25,110	\$25,866	\$26,521	\$26,949	\$28,108
RTA 85% Sales Tax*	\$20,532	\$21,220	\$29,041	\$21,985	\$21,985	\$21,985
New Transit Funding	\$9,090	\$9,090	\$9,090	\$9,090	\$9,090	\$9,090
Total RTA 85% Sales Tax / New Transit Funding	\$29,622	\$30,310	\$38,131	\$31,075	\$31,075	\$31,075
Capital Grants:						
FTA	\$8,666	\$8,666	\$8,667	\$8,666	\$8,666	\$8,667
RTA	\$828	\$828	\$829	\$928	\$2,385	\$3,791
IDOT	\$514	\$514	\$515	\$514	\$514	\$515
Subtotal Capital Grants	\$10,008	\$10,008	\$10,011	\$10,108	\$11,565	\$12,973
Total Cash Receipts	\$65,445	\$65,428	\$74,008	\$67,704	\$69,589	\$72,156
Operating Expenses	\$55,066	\$52,839	\$53,415	\$51,697	\$50,985	\$51,133
Capital Farebox Expenses	\$833	\$833	\$833	\$833	\$833	\$833
Total Operating Expenses	\$55,899	\$53,672	\$54,248	\$52,530	\$51,818	\$51,966
Capital Projects:						
FTA/RTA/IDOT	\$9,515	\$9,515	\$9,515	\$9,615	\$11,071	\$12,477
RTA New Initiatives	\$494	\$494	\$495	\$494	\$494	\$495
Metra	\$1,911	\$1,911	\$1,912	\$1,911	\$1,911	\$1,912
Total Capital Projects	\$11,920	\$11,920	\$11,922	\$12,020	\$13,476	\$14,884
Total Cash Disbursements	\$67,819	\$65,592	\$66,170	\$64,550	\$65,294	\$66,850
Ending Balance	\$60,426	\$60,262	\$68,100	\$71,254	\$75,549	\$80,855

* April through December Cash Flow per RTA ordinance.

Metra—Metropolitan Rail 2009 Projected Cash Flow Summary (cont.) (\$ in 000s)

Table 15

	July	August	September	October	November	December	Total
Beginning Balance	\$80,855	\$83,525	\$86,753	\$91,771	\$97,466	\$101,784	
Operating Revenue	\$28,693	\$27,029	\$27,181	\$28,088	\$25,895	\$25,543	\$315,800
Capital Farebox Revenue	\$833	\$833	\$833	\$833	\$833	\$837	\$10,000
Total Operating Revenue	\$29,526	\$27,862	\$28,014	\$28,921	\$26,728	\$26,380	\$325,800
RTA 85% Sales Tax*	\$21,985	\$21,985	\$21,985	\$21,985	\$21,985	\$18,119	\$264,792
New Transit Funding	\$9,090	\$9,090	\$9,090	\$9,090	\$9,090	\$9,093	\$109,083
Total RTA 85% Sales Tax / New Transit Funding	\$31,075	\$31,075	\$31,075	\$31,075	\$31,075	\$27,212	\$373,875
Capital Grants:							
FTA	\$8,666	\$8,666	\$8,667	\$8,666	\$8,666	\$8,666	\$103,995
RTA	\$5,197	\$978	\$978	\$978	\$2,035	\$3,441	\$23,196
IDOT	\$514	\$514	\$515	\$514	\$515	\$515	\$6,173
Subtotal Capital Grants	\$14,377	\$10,158	\$10,160	\$10,158	\$11,216	\$12,622	\$133,364
Total Cash Receipts	\$74,978	\$69,095	\$69,249	\$70,154	\$69,019	\$66,214	\$833,039
Operating Expenses	\$55,187	\$52,964	\$51,326	\$51,557	\$50,742	\$54,749	\$631,660
Capital Farebox Expenses	\$833	\$833	\$833	\$833	\$833	\$837	\$10,000
Total Operating Expenses	\$56,020	\$53,797	\$52,159	\$52,390	\$51,575	\$55,586	\$641,660
Capital Projects:							
FTA/RTA/IDOT	\$13,883	\$9,665	\$9,665	\$9,664	\$10,721	\$12,127	\$127,433
RTA New Initiatives	\$494	\$494	\$495	\$494	\$494	\$494	\$5,931
Metra	\$1,911	\$1,911	\$1,912	\$1,911	\$1,911	\$1,912	\$22,936
Total Capital Projects	\$16,288	\$12,070	\$12,072	\$12,069	\$13,126	\$14,533	\$156,300
Total Cash Disbursements	\$72,308	\$65,867	\$64,231	\$64,459	\$64,701	\$70,119	\$797,960
Ending Balance	\$83,525	\$86,753	\$91,771	\$97,466	\$101,784	\$97,879	

* April through December Cash Flow per RTA ordinance.

Metra's FY2009 Program & Budget Public Hearings Schedule

Wednesday, November 5, 2008

4:00 PM – 7:00 PM

DuPage County

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

Suburban Cook (North)

Arlington Heights Village Hall
Village Board Room
33 South Arlington Heights Road
Arlington Heights, Illinois

McHenry County

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

Suburban Cook (South)

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

Thursday, November 6, 2008

4:00 PM – 7:00 PM

City of Chicago

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

Kane County

Geneva City Hall
City Council Chamber
22 S. First Street
Geneva, Illinois

Lake County

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

Will County

Billie Limacher
Bicentennial Park
North Meeting Room
201 W. Jefferson @ Bluff Street
Joliet, Illinois



FY2009 Budget Presentation Schedule

County Board Presentations

Cook County

Wednesday, November 5, 2008 - 10:00 AM

Cook County Board of Commissioners
County Building
118 N. Clark Street, 5th Floor
Chicago, Illinois

DuPage County

Tuesday, October 28, 2008 - 10:00 AM

DuPage County Board
DuPage County Administration Building
County Board Room
421 N. County Farm Road
Wheaton, Illinois

McHenry County

Thursday, November 6, 2008 - 9:00 AM

McHenry County Board
County Board Room
667 Ware
Woodstock, Illinois

Will County Board Executive Committee

Thursday, November 6, 2008 - 10:00 AM

Will County Board
Will County Board Office
302 N. Chicago Street
Joliet, Illinois

Kane County

Wednesday, November 12, 2008 - 9:45 AM

Kane County Board
Kane County Government Center
County Board Room
719 Batavia Avenue, Building A
Geneva, Illinois

Lake County

Tuesday, November 18, 2008 - 9:00 AM

Lake County Board
Lake County Court House
County Board Room
18 N. County Street
Waukegan, Illinois



Metra's Title VI Policy

In accordance with Metra's responsibilities under Title VI of the Civil Rights Act of 1964, and pursuant to 49 CFR 21.9 (d), it is Metra's goal to ensure that no one is denied participation in, or denied the benefits of, or is otherwise discriminated against in the provision of public transportation by commuter rail because of race, color, or national origin.

Metra is in compliance with Title VI of the Civil Rights Act of 1964 and 49 CFR 21.9 (d).

Any information regarding Metra's Title VI policy/procedures can be requested from Metra's Office of DBE Administration.

Metra has established a Title VI complaint procedure for anyone who believes he or she has been discriminated, against in violation of this policy. Complaints related to Title VI can be filed with Metra's Office of DBE Administration at (312) 322-6323.

We're at a
Crossroads



Metra[®]

Preliminary Budget and Program Book

2009

547 W. Jackson, Chicago, IL 60661

www.metrarail.com