



program & budget book

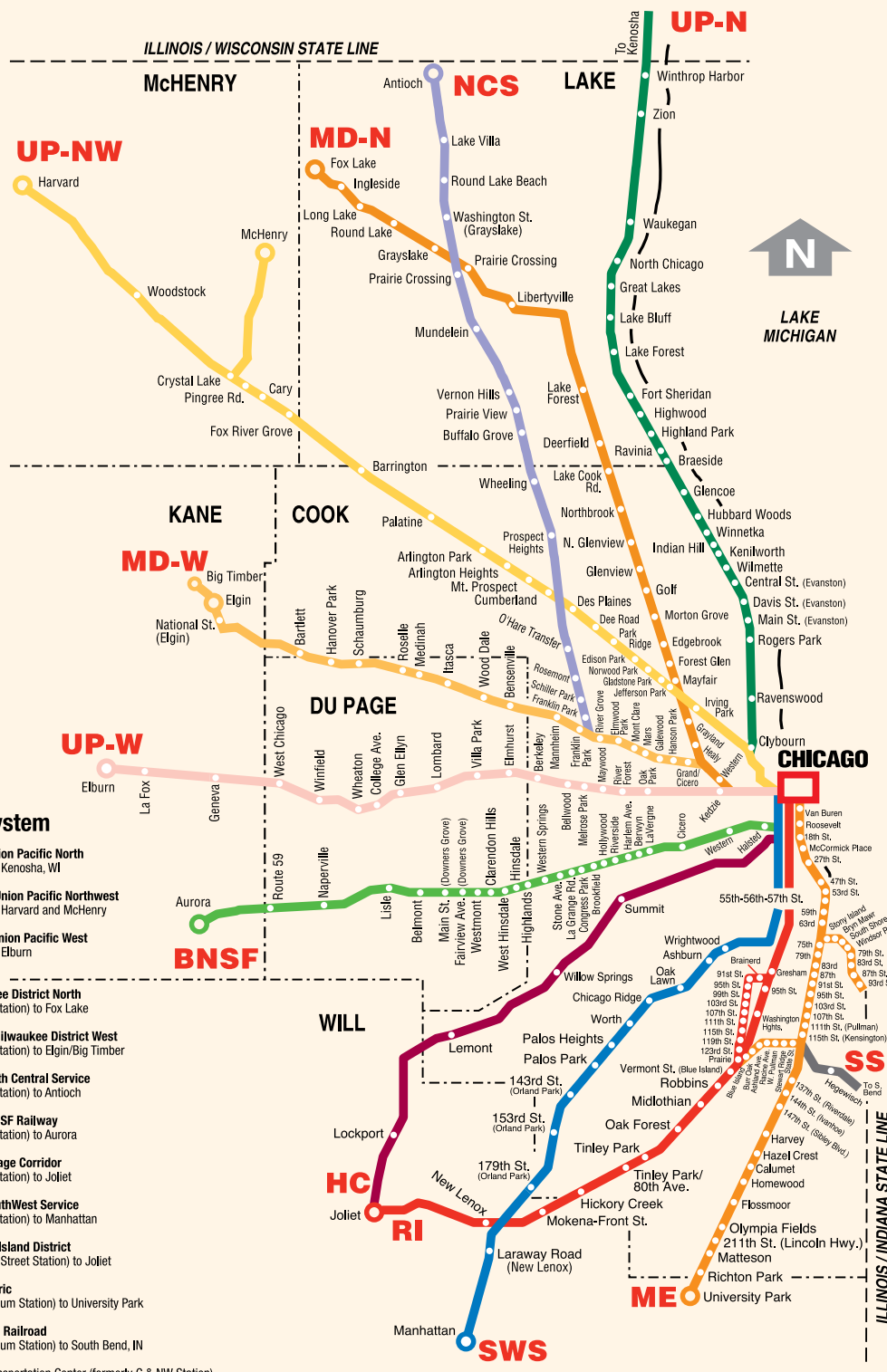
2010



re:

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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)

board of directors

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chairman's letter

Seven years ago, when I joined the Metra Board of Directors, Metra was in the midst of a virtually uninterrupted string of year-to-year monthly ridership gains. New services were being added to a system that consistently operated at levels of on-time performance exceeding all other commuter railroads in the United States. Metra was continuing to invest millions of dollars in rebuilding and modernizing the network's infrastructure and was on the verge of completing its three major New Starts projects ahead of schedule and under budget.

The past several years have been far more challenging. This past year, declines in ridership and passenger revenue, and a simultaneous drop in RTA sales tax proceeds, caused significant shortfalls in Metra's operating funds, fueled almost entirely by the worst economic downturn in the U.S. over the last 80 years. Furthermore, over the past two years, costs beyond Metra's control such as diesel fuel and health care, have frustrated Metra's attempts to control expenses. Finally, over the past five years Metra has experienced a general lack of adequate capital funding, particularly at the state level, threatening a return to a system plagued by declines in service and a growing backlog of deferred maintenance.

However, in the face of these challenges, Metra did what it has always done. It worked tirelessly and cooperatively, at all levels of the organization, to ensure that Metra stayed within its budget and that it undertook those actions necessary to maintain overall service and operational performance. As Tom Judge, Editor of *Railway Track & Structures* opined in a recent column, Metra "knows how to run a railroad." He concluded that Metra has always "done the job in managing its funds in a very responsible manner" by concentrating efforts on what is important in keeping the tracks and facilities in good operating condition and in maintaining good service at a reasonable price.

Metra certainly appreciates this acknowledgement in a national trade publication, but I can tell you that Metra recognizes that its success is not achieved simply on its own. We all understand that Metra must interact

Metra “knows how to run a railroad.”

- Tom Judge, Editor of Railway Track & Structures

positively and proactively with all of its stakeholders—most importantly, its riders—to ensure that it receives the financial support required to grow and maintain the system and to meet the transportation needs of the region as we move further into the 21st century.

In addition to our riders, I especially want to thank our elected leaders both in Springfield and in Washington, D.C., for all of their hard work during these difficult and demanding times. The Illinois General Assembly enacted legislation to help address Metra’s operating needs and the Assembly and Governor Quinn worked to pass a new state capital financing plan. When coupled with the federal stimulus dollars under the American Recovery and Reinvestment Act, these monies once authorized and received will enable Metra to maintain the system in a state of good repair.

While progress is, therefore, clearly being made, there are still many challenges before us:

- Overall economic activity is only slowly beginning to recover; hence, sales tax revenues to Metra (and its sister agencies) will remain fairly flat in 2010 and still well below original projections.
- The capital funding plan enacted in Springfield is a good start and will allow Metra to preserve a state of good repair, but it does not provide money for major infrastructure improvements or any of Metra’s New Starts projects.
- Metra will continue its aggressive program of cost containment (with some 150 positions being left unfilled in 2010 as an example) and we see some stability in future fuel prices; however, health insurance costs are projected to grow significantly in 2010.
- Ridership and passenger revenues will show only limited growth, due mostly to a continuing down economy; and while we are not calling for a general fare increase, some targeted fare actions will be implemented in 2010 to help maximize system generated revenues.

Metra is certainly in better shape than it was in 2008 when it faced prospects of massive capital disinvestment, substantially higher fares, and significant service cuts. The actions in Springfield and Washington have stabilized our capital and operating situation and the funding programs in place will provide more opportunity for growth when the economy recovers. While many challenges remain, we are up to the task.

We invite you to review our 2010 Program & Budget to learn more about our plans.

Sincerely,



Carole R. Doris
Chairman
Metra Board of Directors

responsible stewardship

Since its inception, Metra has understood the integral relationship between capital investment and direct operating expense. In its annual program and budget documents, including this one, Metra has consistently set forth plans guided by the fundamental concept that the more we capitalize the less we need to subsidize.

This businesslike stewardship of available financial resources has served the commuting and tax-paying public quite well. As confirmed in an Illinois Auditor General analysis, Metra has historically performed better than its peers on virtually every significant measure of cost effectiveness and efficiency. In fact, Metra's cost per passenger trip, cost per passenger mile, and subsidy per passenger mile have shown little or no growth over time, and have actually shown a reduction, once adjusted for inflation.

Over the past 25 years, Metra has invested \$5.4 billion to rebuild the region's commuter rail network virtually from the ground up. More recently, however, Metra has been forced to deal less with opportunities for further growth and more with challenges that threatened a return to a past dominated

by an overall pattern of capital disinvestment. Indeed, in our last two program and budget documents, Metra has spoken candidly of the risks involved if we fail to maintain the system in an overall state of good repair and of the need for adequate capital and operating funding.

Perhaps lost in the urgency of that message was an understanding of the progress already being made and the efforts underway to address Metra's essential funding requirements. In this regard, Metra acknowledges and applauds the efforts in Springfield to increase available operating assistance, particularly through regional increases in the sales tax. Metra recognizes that any tax increase is never easy, but our elected officials made the tough decisions and enacted a revised financing plan to assist Metra in meeting the core operating needs of the current system and to also help provide a basis for planned service expansion in the future.

Similarly, Metra appreciates all of the effort that led to the passage of a new state capital financing bill. Together with the anticipated reauthorization of the federal transportation program and funding provided

to Metra under the American Recovery and Reinvestment Act (ARRA), an infusion of capital funding is enabling Metra to reinvigorate its efforts to maintain and rebuild

Metra Peer Comparison Summary

	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

Metra has worked hard to tighten its belt and to make the decisions necessary to live within its means and still meet the demands of the commuting public.

the region's commuter rail network. The money will also reposition Metra so that it is better able to respond to the demand for more and better commuter rail service once the economy recovers and we reenter a period of sustained economic growth.

Projects being funded include the continuation of the UP North Line Bridge program, with the current phase involving the reconstruction of eight bridges and a new Ravenswood station. Another major project is the continuing remanufacture of the locomotive fleet, which was expanded from 12 to 50 locomotives due to the new capital resources.

Metra is also proceeding with construction of a new station at 35th Street on its Rock Island District. In addition, Metra's UP West Line is undergoing significant improvements, including new track alignments, enhanced signal systems, and improved station designs and passenger safety features. Once completed, the West Line will serve as a model for similar safety improvements systemwide, including an advanced train warning system, additional pedestrian gates and improved pedestrian control, increased inter-track

fencing, and brighter, more conspicuous platform signage. The UP West project is made possible through an innovative public-private partnership between Metra and the Union Pacific Railroad and will benefit both freight and passenger operations. These near-term improvements will set the stage for Metra's proposed West Line New Starts project.

Work also continues on the Electronic Train Management System (ETMS) currently being installed on Metra's Rock Island District. The ETMS is a form of Positive Train Control, a federally mandated signal system that will provide an added level of safety for our train crews and passengers. Numerous track, signal, and electrical projects are planned or underway as well as projects that address rail/highway grade separation, parking, and station improvements. Cyclical track and tie programs also continue. In 2009, Metra reached a milestone in this regard with 100 percent of Metra-owned track now consisting of continuous welded rail.

The largest component by far of Metra's capital funding plans is rolling stock. Under the new state capital program, Metra will be addressing its number

one capital improvement priority with the purchase of 160 Highliner cars for use on Metra's Electric District. We also plan to use state capital dollars to purchase ten new locomotives.

Metra has worked hard to tighten its belt and to make the decisions necessary to live within its means and still meet the demands of the commuting public. These efforts will continue as Metra looks to modify operating practices and staffing levels to ensure maximum cost efficiency. In this vein, a series of targeted fare actions are contemplated for 2010. These changes will have limited impact on our system's daily users (see the discussion of fares on page 11 for greater detail).

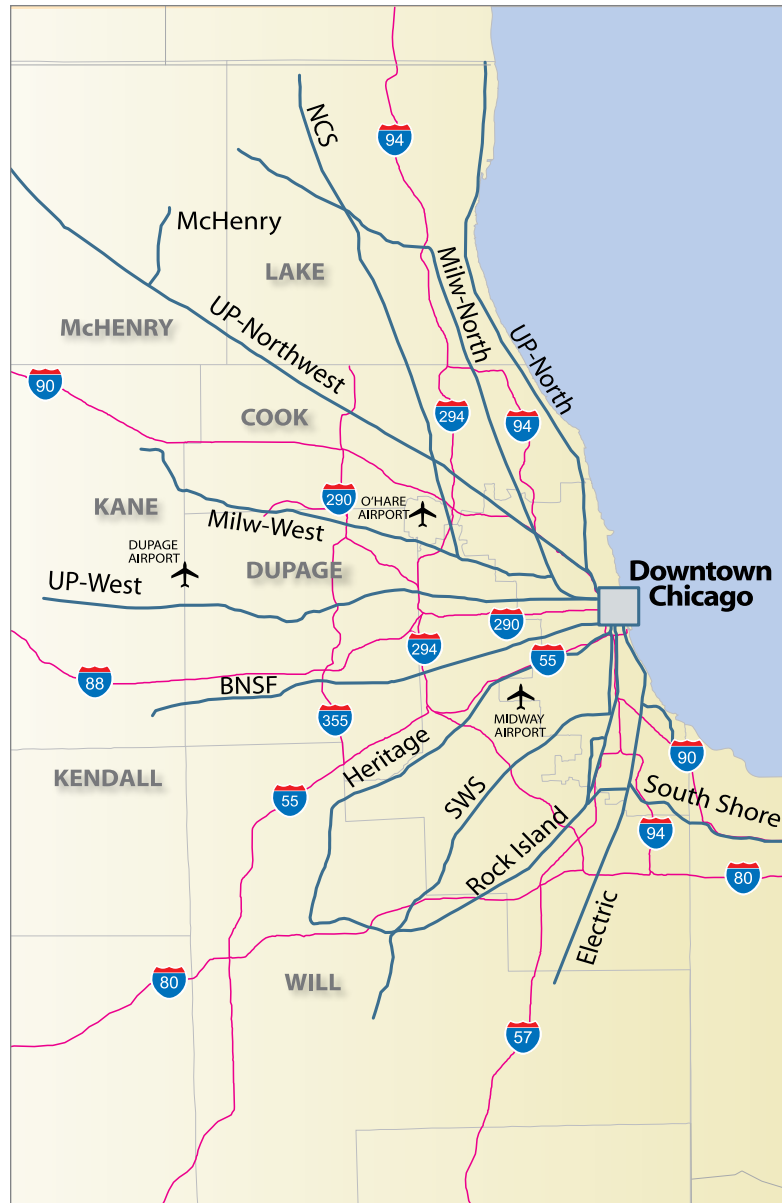
Metra's plans for 2010 and beyond are set forth in greater detail on the following pages of this document, including a separate section on our major New Starts projects. Through a businesslike approach, we believe that Metra is positioned to move forward; and with the emergence of new and growing sources of capital and operating funding, the coming years will be exciting times for Metra's efforts to improve and grow the commuter rail system.

responsible stewardship (cont.)

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 more than 1,000 pieces of rolling stock, more than 2,000 signals, 18 rail yards and seven maintenance facilities. Geographically, it's the largest and one of the most complex commuter rail systems in the nation.

Since Metra assumed railroad operations in Northeastern Illinois, ridership has grown by 54 percent, for an average annual growth rate of 2 percent, and train miles have increased by 37 percent. More than 700 trains each weekday serve the Metra system's 240 stations. In 2009, we project that Metra will have provided 82.8 million rides.



renew

investing for today and the future

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

importance to the region: the extension of the SouthWest Service to Manhattan, the extension of the Union Pacific West Line to Elburn and the expansion of service on the North Central Service. Each of

For the past several years, our program and budget document has discussed the need for new capital funding sources to enable Metra to continue to invest in the system and uphold our current levels of

Metra Proposed State of Illinois Capital Bond Program* (In \$000'S)

Capital Assets	2009	2010	2011	2012	2013	2009-2013 Total
Highliner Replacement, MED (160)	\$290,700	\$74,500	\$72,300	\$65,100	\$82,400	\$585,000
New Locomotives (10)	0	30,000	10,000	0	\$0	40,000
Renew Bridges	0	51,000	30,000	40,000	50,000	171,000
Positive Train Control	0	0	15,000	25,000	30,000	70,000
CREATE Program	0	5,000	7,500	7,500	0	20,000
Yard Improvements	0	16,300	17,850	4,700	40,100	78,950
Stations and Parking	0	25,700	49,850	60,200	0	135,750
Total Bond Program	\$290,700	\$202,500	\$202,500	\$202,500	\$202,500	\$1,100,700

* Allocation of Bond funds to Metra was set by the State of Illinois. Distribution of yearly funds from 2009-2013 was set by the Regional Transportation Authority (RTA) funding marks. Use of Bond funding is subject to the release of funds and prioritizing of projects by the State of Illinois in order to meet cash flow requirements.

bare minimum of preventive maintenance. Outdated rail facilities and yards hampered our efforts to maintain our equipment and provide on-time service. During the past 25 years Metra has spent \$5.4 billion to renew its capital assets. These projects have created the safe and reliable service that our riders have come to expect.

The renewal and expansion of our capital assets reached a high point in January 2006 with the completion of three New Starts projects of critical

these projects was completed on time and under budget. However, since 2004, the absence of any new state-sponsored capital program has hampered our efforts to move forward with plans for expansion, including New Starts projects such as the STAR Line, the SouthEast Service and upgrades on the UP West and UP Northwest lines. Those projects require a local source of matching funds to qualify for funding from the federal government.

service and reliability. These needs began to be addressed in 2009, when the Illinois General Assembly passed a new bond program that will provide up to \$1.1 billion for Metra's capital program. An additional \$140.9 million in capital funding was also made available to Metra in 2009 through the American Recovery and Reinvestment Act (ARRA), more popularly known as the federal economic stimulus program.

investing for today and the future (cont.)

Federal stimulus dollars are already being put to use on projects as far-ranging as the remanufacture of 50 locomotives, the replacement of bridges on the UP North Line and Metra Electric District, the restoration of the Winnetka Station, various station parking and platform projects, signal system work on the BNSF Line and the creation of a new station at 35th Street on the Rock Island District.

When the proceeds from the state program become available, our first expenditure will be to begin the replacement of 160 Highliner cars used on our Metra Electric District. We have long stated that this

project is our top priority. The cars in this fleet date back to 1971 and can no longer be rebuilt or refurbished. The new cars will include bathrooms and modern propulsion systems. Total cost of the Highliner purchase is estimated at \$585 million.

The remainder of the state capital program will be used to address a backlog of rolling stock and infrastructure projects across the region, which will enable Metra to maintain its system in a state of good repair. For our riders, this will mean fewer slow zones, fewer mechanical failures and a number of station and parking improvement projects across the region.

Metra currently estimates that we need a minimum annual investment of \$275 million, or \$1.375 billion over the five-year capital program, to maintain our current system at a level of good repair. This figure does not include service or capacity expansions.

The actions of our elected officials in both Washington and Springfield during the past year have greatly improved our ability to maintain our existing system. But future state bond programs will be needed to enable Metra to maintain a state of good repair as well as match federal dollars for expansion projects for the Chicago region's future transportation needs.

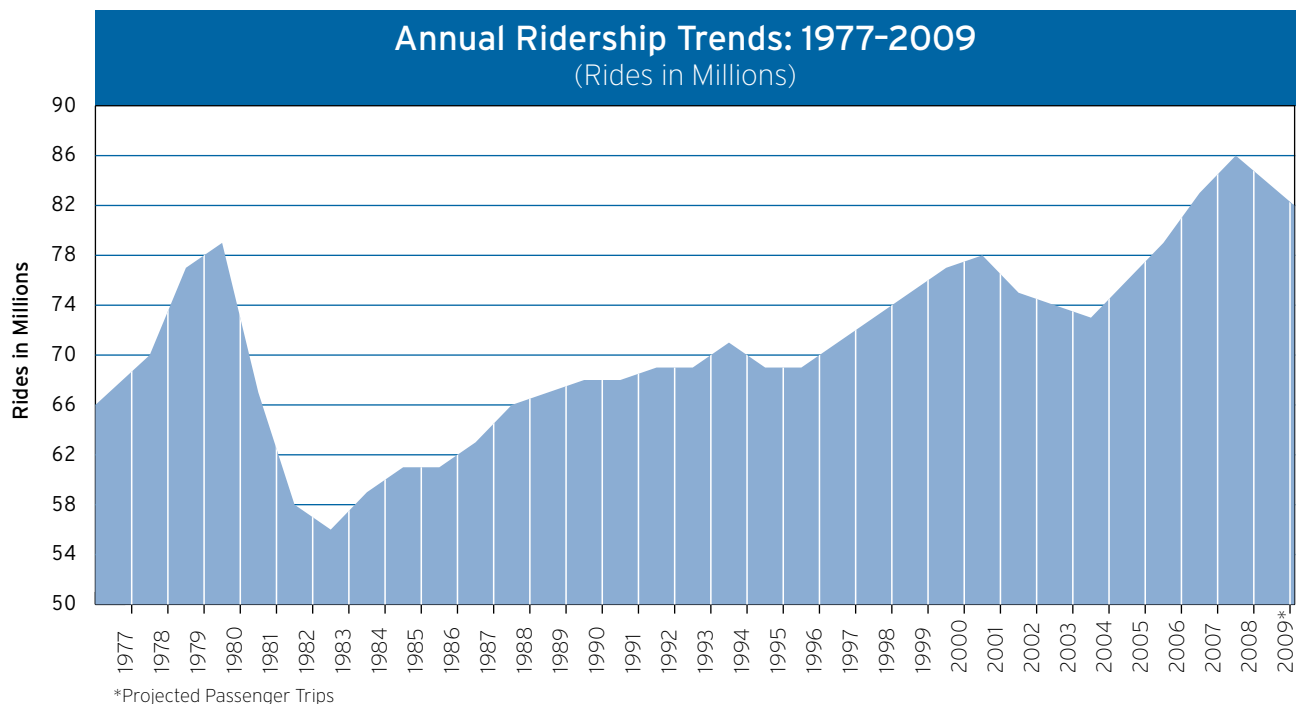
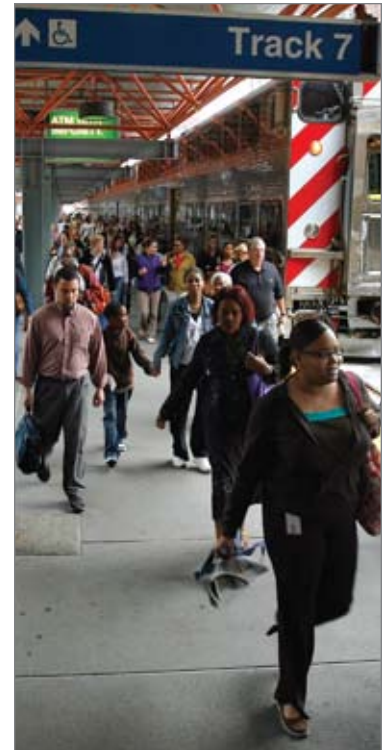


ridership

Metra's primary customer base is suburban residents who work in downtown Chicago. According to Metra's 2006 Origin-Destination Survey, 77 percent of weekday morning riders board in the suburbs and alight in downtown Chicago. The same survey indicated that more than 90 percent of all Metra trips are for business and work purposes.

Pushed by record fuel prices and extensive road construction projects, ridership reached record levels in 2008 at 86.8 million. However, the picture has been

much different in 2009. For the first six months of 2009, ridership declined by 4.2 percent when compared to the record levels in the same period in 2008. Much of this decline is due to job losses caused by the economic downturn. The number of unemployed people in the region has increased 61 percent since the end of 2008. Fuel prices have also declined significantly since the July 2008 peak of \$4.34 a gallon. Given the current economic environment, Metra is projecting 82.8 million riders in 2009, a return to 2006-2007 ridership levels.



ridership (cont.)

Whenever possible, Metra has reallocated equipment and modified schedules to meet customer demand.

As the economy recovers and gas prices potentially increase, more of the region's workers will look for alternatives to driving. The capital dollars being made available through the state's new bond program and the federal stimulus program will enable Metra to maintain the levels of service and reliability that will attract new and retain existing riders.

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 District from LaSalle Street Station to Joliet.

Metra is also working to meet demands for weekend service. In May 2008, Metra expanded weekend service on its Milwaukee District North and Union Pacific

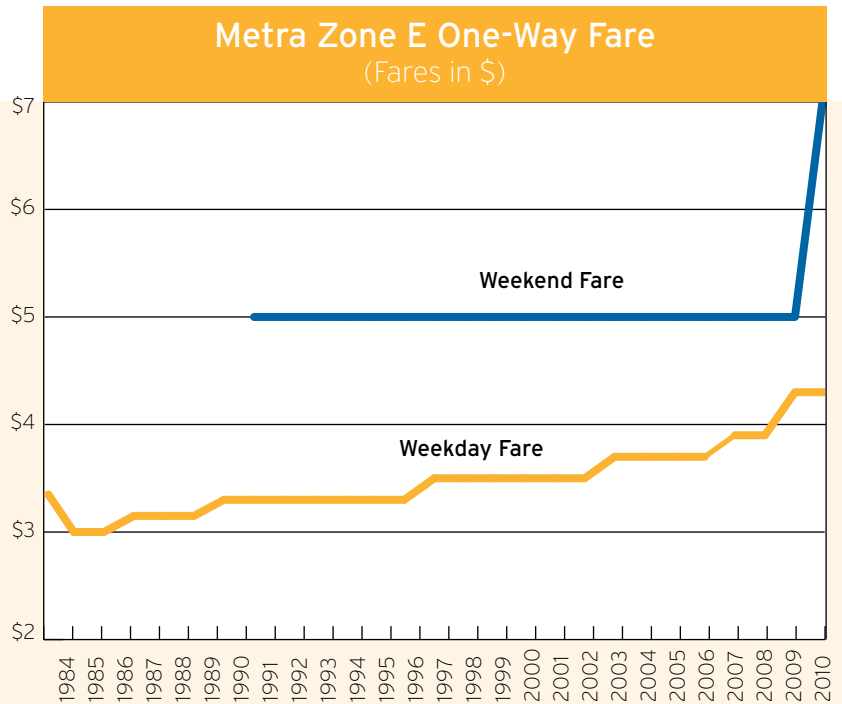
North lines, adding two trains in each direction on Saturdays and one train in each direction on Sundays. In March 2009, Saturday service was introduced on the SouthWest Service Line to Manhattan. This new service provides three inbound and three outbound all-stop trains and is funded by Metra and a grant from the RTA's Innovation, Coordination and Enhancement (ICE) Program. Weekday service was also expanded on the SouthWest Service in 2009 with service on one midday train in each direction extended from 179th Street to Manhattan.

responding to Customer Demand

- Addition of "Sunrise Express" on Union Pacific North Line
- New early morning service on Rock Island District from LaSalle Street Station to Joliet
- Expanded weekend service on Milwaukee District North and Union Pacific North lines
- Saturday service on SouthWest Service Line to Manhattan

fares

In 2010, Metra plans to implement fare adjustments to simplify on-board fare collections. This action is intended to encourage customers to use one of Metra's available multiple ticket options and to encourage riders to purchase the one-way fares at stations instead of on the train. The new pricing strategies will have a limited effect on most of Metra's regular daily riders. Specifically, Metra is proposing the following changes in its fare policies:



- An increase of approximately 6 percent in one-way fares (an average of 30 cents per one-way ticket). A survey of other commuter rail organizations across the country indicates that one-way fares are rounded to the nearest 25-cent or dollar increment. The simplified fare structure now rounds all one-way fares to the nearest quarter to simplify collections for conductors. The new increment between most zones will be 50 cents.
- An increase in the weekend fare from \$5 to \$7. This will be the first increase in the existence of the weekend fare program, which began 18 years ago in May 1991. During that time, Metra has increased its general fares four times (1996, 2002, 2006 and 2008).
- An increase in the penalty for on-board ticket purchases from \$2 to \$3, which is intended to encourage advance ticket purchases at stations and over the Internet. Metra's web site now accepts credit cards for monthly passes and 10-ride tickets, and credit cards will be accepted at all stations staffed by a ticket agent and at key stations on the Metra Electric beginning in February 2010.

fares (cont.)

There will be no increase in the fare for 10-ride tickets or monthly passes. The changes as set forth above, once approved by the Metra Board of Directors, would become effective February 1, 2010.

Metra's Board has long held to a policy of incremental fare increases to address rising costs while minimizing ridership losses. By holding our base operating expense 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.

maintaining our ratio



Metra is recognized in the transit industry as having one of the highest revenue-to-expense recovery ratios of any rail system. At 55 percent, the recovery ratio represents the ratio of Metra system revenues to expenses, less certain exclusions, that must be achieved within the statutory provisions of the RTA Act. Metra expects to maintain a 55 percent recovery ratio through 2010.

The operating efficiencies created through our capital programs to renew and replace aging equipment and infrastructure have been a major factor in our ability to achieve such a high recovery ratio. Stable sources of capital funding are necessary to maintain levels of investment that will maintain the quality and efficiency of our service.

capital programs

In 2009, Congress approved and President Obama signed into law the American Reinvestment and Recovery Act (ARRA), an economic stimulus initiative. Approximately \$8.4 billion was made available for public transportation projects across the nation. From this national allocation, \$414.2 million was distributed regionally to the CTA, Metra, and Pace through the Regional Transportation Authority.

Metra's share of ARRA funding was \$140.9 million. These funds were made available at a time when Metra's capital program could not accommodate numerous unfunded needs with its existing resources. Metra submitted several "shovel-ready" projects to the Federal Transit Administration for consideration and approval under ARRA provisions. In June, Metra's program of projects was approved and capital improvements were undertaken on an expedited schedule.

The 2010-2014 Metra Capital Program included in this document (page 30) shows funding available from current resources, including the State of Illinois bond program created in 2009 and funded through 2013.

Rolling Stock

Metra's fleet consists of 146 locomotives, 841 bi-level cars and 171 electric-propelled Highliner cars. Its replacement value is \$2.9 billion.

For Metra to maintain a state of good repair, rail cars must undergo rehabilitation every 15 years, meaning that 56 rail cars per year must go through our rehab program. Without a state capital program, Metra has been able to rehab only 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 good repair. Currently, that cycle has been extended from ten to 12 years.

ARRA-funded improvements to Metra's rolling stock fleet included the remanufacture of locomotives for \$71 million and federally mandated air conditioning conversion of commuter cars for \$1.3 million. Both of these projects extend the life of our fleet. The remanufactured locomotives will meet new Environmental Protection Agency (EPA) emission regulations, while air conditioning conversion will replace the existing refrigerant with a non-ozone-depleting refrigerant that meets new EPA guidelines.

Through the 2009 State of Illinois Bond Program, Metra will initiate the replacement of Highliner cars used on the Metra Electric District. Costs are currently estimated at \$585 million for the 160 total Highliner cars programmed for replacement through the bond program. The purchase of ten new locomotives for \$40 million is included in the bond program. As part of its plans for new locomotive purchases, Metra is currently investigating available technologies for locomotives that conserve fuel and reduce overall emissions.

Our five-year capital program calls for such additional rolling stock projects as locomotive improvements at \$63 million, the rehabilitation of commuter cars at \$200 million, and fleet component overhaul at \$15.4 million.

reinvest

capital programs (cont.)

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 was formed, we have spent \$763.5 million on track and \$606 million on structural replacement.

ARRA-funded improvements include \$36.8 million toward the reconstruction of several Union Pacific North Line bridges and \$3.5 million toward several Metra Electric District bridges.

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, 83 bridges on the Metra system have been replaced.

Track and structure project highlights in the 2010-2014 capital program include nearly \$195 million for bridge replacement and retaining

wall rehabilitation. Nearly \$71 million is programmed for the replacement of ties and ballast, \$14 million for railroad crossing replacement, and nearly \$34 million for rail replacement and \$16.5 million for structural upgrades.

The State of Illinois Bond Program will provide resources for renewal and reconstruction of bridges throughout the Metra system in the amount of \$171 million.

Signal Electrical and Communications

Signals and communications systems are vital to safe railroad operations. Since Metra's formation, we have invested \$508 million to upgrade our signal systems. These signal systems are aging and replacement parts are limited in availability.

ARRA-funded improvements include fiber optic installation and road



crossing upgrades along the Burlington Northern Santa Fe Railway in the amount of \$7 million.

The Metra system has 534 at-grade crossings, of which 148 are interconnected with traffic signals. Maintaining and upgrading crossing signal systems is also critical for safety. The 2010-2014 Program includes \$36.4 million for crossing signal improvements.

The 2010-2014 program also includes \$37.8 million to upgrade interlockings, which will improve operational efficiency and enable increased capacity on our system; nearly \$42 million in electrical systems improvements; \$11.1 million in communications improvements; and \$4 million for the further installation of communications-based Positive Train Control on our rail lines. Positive Train Control is a federally mandated signal system that will provide an added level of safety for our train crews and passengers; \$70 million is programmed in the State of Illinois Bond Program toward this directive.

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, \$417.1 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 or 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 \$147.5 million for Metra's support facilities and equipment. These projects can have an immediate impact on Metra's operating budget since operating costs increase when equipment doesn't run at optimum efficiency.

The State of Illinois Bond Program will provide nearly \$79 million in resources for yard improvements along our system.

Stations and Parking

Station and parking improvements are some of the most visible capital improvements to our customers. Historically, we have invested \$629.5 million to improve our outlying stations and approximately \$295.4 million to upgrade our downtown terminals. We have also invested \$171.4 million to improve and expand parking facilities at our stations.

Through the ARRA program in 2009, Metra was able to fund station restoration at Winnetka for \$5 million, platform renewal at Joliet, Lockport, and Golf stations in the amount of \$3.4 million, parking expansion at Pingree Road and Elburn stations in the amount of \$1.8 million and new station development at the 35th Street station on the Rock Island District in the amount of \$6.8 million.

The 2010-2014 capital program allocates \$44.5 million for station and parking improvements. The State of Illinois Bond Program from 2010 through 2012, however, will provide resources for engineering and construction of station improvements throughout the Metra system in the amount of approximately \$135 million.

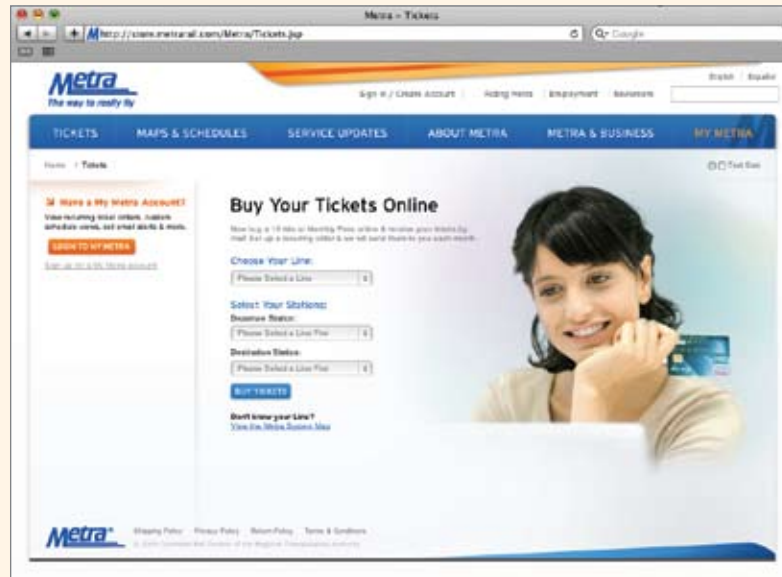
non-capital programs

Investing For the Future

Capital projects are just one way that Metra is investing in its future. Pursuing the benefits of new technologies that improve performance and customer service and maintaining a well-trained workforce, are the types of investments that help Metra meet its goals of providing safe, affordable and reliable transportation. In 2010, Metra will continue to pursue and implement programs that keep costs in line and take advantage of potential revenue sources.

Web Site and Ticket-By-Internet

On Sept. 9, 2009, Metra launched a redesign of its web site. The new site is customer-oriented, providing train service alerts via e-mail and the ability to purchase monthly passes and 10-ride tickets with credit cards. The site's customizable "My Metra" feature also enables users to create accounts tailored to their train schedules and enables them to automate recurrent ticket purchases. By the end of the first quarter of 2010, the web site will be upgraded to be



accessible on mobile devices and provide service alerts through text messaging. In 2010, Metra will develop and implement advertising partnerships on the web site to offset some of the site's operating costs.

In February 2010, Metra will expand its credit card acceptance program to allow for ticket purchases at stations where an agent is on duty, including all five downtown stations. Credit card purchasing will also be available through electronic vending machines at key stations along the Metra Electric District.

Employee Training

Metra's skilled workforce is one of our most valued assets; but as our workforce ages, it is clear that we must continue to train and develop new employees to meet the specific needs of the rail industry. The continuation of our apprentice programs, regardless of the constraints of our current economic environment, is critical to Metra's ability to operate service at existing levels.

Currently, more than 50 percent of our skilled mechanical employees are age 50 or older and most are eligible to retire by 60 under the rules of the Federal Railroad Retirement System.

With such a scenario in mind, Metra has for the past several years invested in an apprenticeship program to train machinists, carmen, electricians, signalmen and sheet metal workers. This program focuses on general aspects of these trades as well as functions specific to the railroad industry. The program currently employs 59 apprentices with plans for an additional 24 apprentices to begin training by early 2010.

An equally significant number of Metra's operations employees, including conductors and engineers, are also nearing retirement age. Training programs for these professions are also ongoing.

Metra employees, after the completion of the initial training programs, are required to complete additional training at regular intervals. Metra is using technology to streamline some of these processes. In September 2009, Metra entered into an intergovernmental agreement with Western Illinois University's Center for the Application of Information Technologies (CAIT) to provide computer-based training courses for employees throughout the Metra system.

Under the agreement, CAIT will work with Metra's Workforce Education and Training team to create two interactive online courses and assist Metra in the creation of a strategic plan and documentation for the implementation of a comprehensive online training system. This partnership will allow Metra to build a centralized database-driven training system, improving Metra's ability to track and document its training programs. Online training will increase Metra's flexibility in scheduling training sessions for its employees and cut costs by eliminating the need to staff training classes.

Safety First

Metra was also recognized in 2009 for its efforts to work safely and promote safety around railroads to the public at large. Metra received a Bronze 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 so recognized for its safety record.

Metra will continue its safety outreach programs in 2010 with particular emphasis on the region's schoolchildren. In its fourth year, Metra's Safety Poster Contest is a key part of our ongoing effort to increase public awareness of railroad safety practices.

Metra Safety Contest 2008 - 2009

http://www.metracontest.com/

Metra 4th Annual Safety Poster Contest
MAKE THE RIGHT CHOICE:
Look • Listen • Live!

Home Rules Downloads Submit Entry Winners Gallery News Safety Posters Teachers Essay Contest Contest Español

Metra is proud to announce the Fourth Annual Metra Safety Poster Contest. The Safety Poster Contest is a key part of our ongoing effort to increase public awareness of following railroad safety practices. This year's poster contest theme, "Make the Right Choice: Look, Listen and Live" highlights the importance of following the rules and procedures that will keep us all safe around trains and railroad tracks. One first, second and third place winner will be stocked from each grade, K-12, and awarded the following prizes:

- First Place: Notebook Computer
- Second Place: \$250 Gift Card
- Third Place: \$100 Gift Card

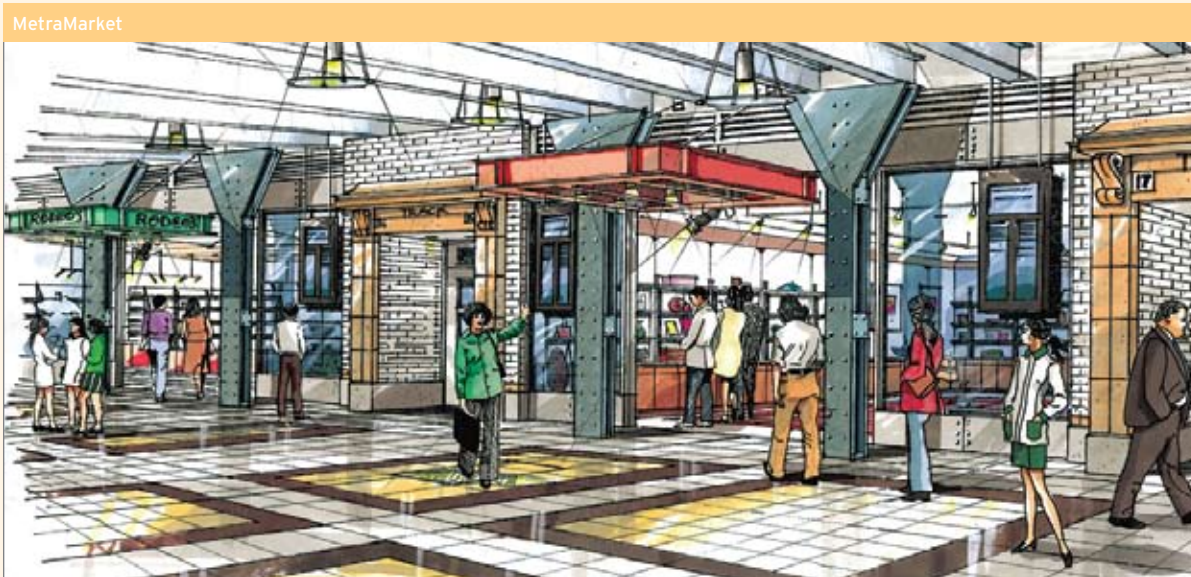
In addition, winning designs will be distributed to more than 2,000 schools in Northwestern Illinois, featured in Metra's Safety Calendar, on the contest Web site, in station displays and on monthly tickets.

Metra will recognize the school who submits the most entries in the 2009-2010 Safety Poster Contest by awarding it a new computer compatible with its current system. Every school's entries will be voted after the contest deadline on March 1, 2010 and a computer will be presented to the winning school's principal before the start of the next school year.

Don't forget to enter the Second Annual Metra Safety Essay Contest. Contest participants are asked to tell us in 300 words or less what railroad safety means to you and why it is so important we all practice safe behaviors near trains and railroad tracks.

Within this site, you will find a complete listing of all contest rules and guidelines as well as downloadable entry forms, logos and poster templates. You can even submit your completed contest entry through this site.

non-capital programs (cont.)



The 2010 poster contest theme, “**Make the Right Choice: Look, Listen and Live**” will highlight the importance of following the rules and procedures that will keep us all safe around trains and railroad tracks. The winning designs will be distributed as posters to more than 2,000 schools in Northeastern Illinois and will be featured in Metra’s Safety Calendar and on monthly passes. In addition, Metra will continue the practice in 2010 of distributing back-to-school pencil kits featuring safety messages to schools across the region. Since the program’s inception, Metra has distributed more than 3 million kits.

MetraMarket

In September 2008, Metra and U.S. Equities broke ground on the \$43 million MetraMarket project, which is transforming an underutilized area at the Ogilvie Transportation Center to create a new retail and dining destination in Chicago’s West Loop. The property will also include the city’s first authentic French market and is expected to generate \$38 to \$40 million in revenues for Metra over the next 25 years. In September 2009, CVS, the location’s first retailer, opened its doors. The Chicago French Market portion of the development is slated to open before the end of the year.

Non-Farebox Revenue

In 2009, Metra’s efforts to increase non-farebox revenue created new advertising opportunities. Advertisements were wrapped on train cars and began to appear in the passenger newsletter “On the Bi-Level.” These programs are planned to continue through 2010. Additionally, Metra has begun pursuing advertising partnerships and or grants to offset the costs of its school safety programs.

refresh

new starts program

Since its formation, Metra has remained focused on its fundamental mission to preserve, modernize, and expand commuter rail service throughout the six-county metropolitan region. Through its oversight of the system as a whole, Metra has consistently made the investments required to enhance system reliability, operational performance and cost efficiency.

In 2006, Metra marked the successful completion of three New Starts projects: the extension of the SouthWest Service (SWS) to Manhattan, the extension of the UP West 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 West. That's a combined increase of more than 1 million rides.

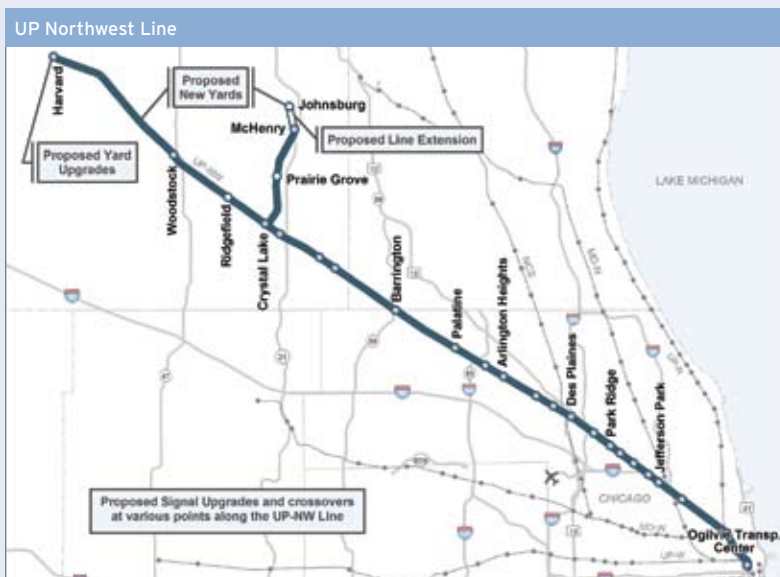
Four Metra New Starts projects were authorized in the most recent Federal Transportation Act: the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU). These projects, identified as the Metra Connects program, include the 55-mile Suburban Transit Access Route (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. These projects will significantly improve service reliability and operational performance as well as offer new service opportunities for thousands of riders.

Two of the Metra Connects projects are vital to improving the capacity of the current system.

UP Northwest Line

Planned improvements to the UP Northwest Line, Metra's fourth-busiest line, involve extending track, adding new stations and other facilities, and enhancing overall service capability. The improvements planned under this project will provide for a significant boost in core capacity, allowing Metra to increase both the number of daily trains as well as the number of express trains operated along the line. The project will also allow Metra to meet the demand for more reverse-commute service and to shift riders from congested stations to facilities with improved service and schedule capacity.



new starts program (cont.)

UP West Line

Metra's UP West Line operates on one of the busiest freight lines in the nation. The improvements planned under this project will serve to greatly reduce freight-related delays as well as to expand operational flexibility and allow increases in the number of daily trains and express trains. A key element of the project will be the relocation of the A-2 interlocker, a major "choke point" within the system that affects six of Metra's main lines and nearly 60 percent of its ridership. Enhancement on the UP West Line will also have a positive effect on the nearby BNSF service to Aurora. It is expected that a portion of the ridership



on that route will shift to the improved UP West Line, thereby creating new capacity.

Metra's other two Metra Connects projects involve the introduction of new services.

SouthEast Service

The first is the SouthEast Service, a new line that will run 33 miles along current UP/CSX freight right-of-way from Crete/Balmoral Park into Metra's LaSalle Street Station in downtown Chicago. The proposed SouthEast Service will be an essential addition to the regional rail network both in terms of helping to attract and shape anticipated employment growth as well as reducing traffic congestion.

This south suburban area is poised for major economic development, and the line will pass many existing and future business sites. The SouthEast Service will serve as a catalyst for transit oriented development in communities

that have not previously had commuter rail service. Shaping development in a sustainable manner will help communities respond to the pressures for growth while meeting the needs of the 21st century.

The SouthEast Service will help to extend Metra's tradition of environmental stewardship to a new corridor. Reducing the distance riders have to go to get to the train will reduce air pollution for those who drive and provide carbon-neutral options for those who are now close enough to walk or bicycle. The project will also support the environment through utilizing existing rights-of-way and established railroad infrastructure, limiting the need to take significant additional land for the project.

STAR Line

The increase in suburban population and employment—both current and forecast—has fostered the need for these three New Starts projects.





However, such growth has also created, and will continue to create, a demand not just simply for traditional suburb-to-city travel, but for new suburb-to-suburb linkages. There is no longer only one central business district; there are many business districts throughout the region. To serve this development pattern, a fully intra-suburban network of service is needed to augment Metra's primary suburb-to-city service.

Metra's solution in this regard is set forth in its fourth and largest New Starts project, the proposed Suburban Transit Access Route, or STAR Line. This first-of-its-kind development will connect almost 100 suburban communities and intersect with four of Metra's existing lines.

The initial phase of the STAR Line will provide for a commuter line running 55 miles from Joliet to O'Hare Airport. The project will provide service in areas that are not currently served by Metra. It will also provide a direct tie-in with one of the region's largest economic engines—O'Hare International Airport—and other major suburban business centers

Status

Metra's two UP projects are much further along in the planning and funding approval process. While work related to final grant approval continues, Metra will also work with our state and federal legislators to secure the necessary funding to bring these projects to fruition. To do so, Metra needs to be able demonstrate a commitment of state funding to comply with established federal standards with respect to financial feasibility. We are confident that the state will partner with us to meet the financial requirements of these projects.

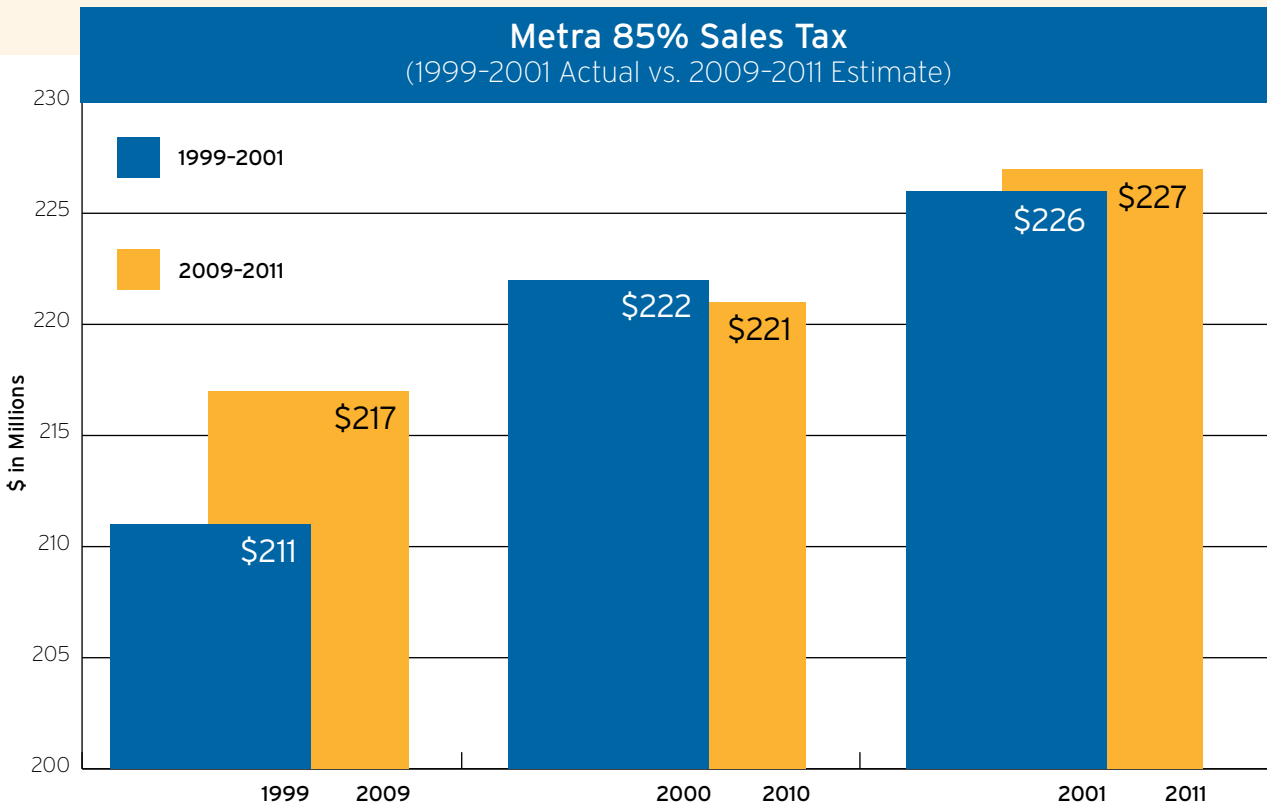
Metra's current financial challenges do not in any way diminish the necessity of the Metra Connects projects to the system and to the region as a whole. They are vital to Metra's efforts to meet the transportation needs of the 21st century. Accordingly, Metra will continue to work closely with federal funding authorities to achieve the regulatory compliance required to allow these projects to move forward and work with the state of Illinois to develop the financial sources necessary to provide the \$500 to \$800 million in local match funding required over the next five years.

2010 budget overview

Metra is proposing a 2010 Operating Budget and 2011-2012 Financial Plan that meet the RTA's 55 percent revenue recovery ratio and deficit funding requirements. As background information, the Metra 2009 Budget was amended twice to reflect a \$64 million shortfall in available funding projected by the RTA. For 2009, Metra expects to meet its operating deficit and revenue recovery ratio marks.

The RTA's projection of funding available in 2010 is only 1.5 percent higher than the amended 2009 budget. For 2011 and 2012, the RTA estimates that available funding will increase by only 2.9 percent each year. The dramatic decline in Metra's statutory 85 percent sales tax proceeds, the core component of Metra's operating funding, is illustrated in the chart below.

The 2010 Operating Budget and 2011-2012 Financial Plan are based upon terms of contractual agreements and reasonable estimates from currently available information. The following additional information about revenues and expenses is provided.



review



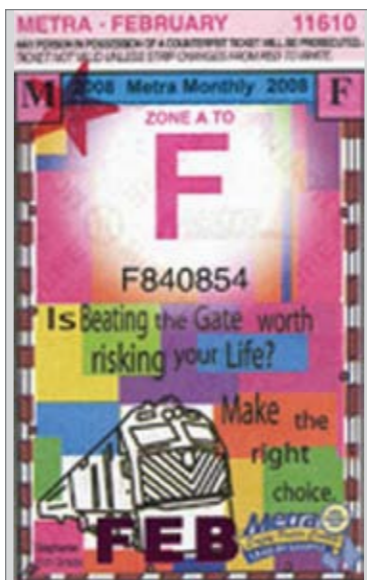
Revenue

Passenger Revenue

Passenger revenue is expected to increase over the 2009 forecast by 4.9 percent. A return of riders due to the expected economic recovery is anticipated to result in a 2 percent increase in ridership. Additionally, Metra is intending to undertake a series of fare actions that will serve to rationalize and further simplify the overall fare structure and encourage customers to utilize one of Metra's available multiple ticket options. The pricing strategies contemplated by Metra are also designed to have a limited effect on most of Metra's regular daily riders.

Specifically, Metra is proposing the following changes in its fare policies:

- An approximate 6 percent increase in one-way fares. Across all fare zones, the increase averages 30 cents a trip. As compared to the proposed new one-way fares, the 10-ride ticket will provide a 20 percent discount.
- An increase in the weekend fare from \$5 to \$7, the first increase ever in the existence of this 18-year-old fare program.
- An increase in the penalty for on-board ticket purchases from \$2 to \$3, which is intended to encourage advance ticket purchases of discounted 10-ride tickets, especially though Metra's greatly expanded Ticket-By-Internet program. There is no charge for on-board ticket purchases when there is no station agent on duty.



There will be no increase in fares for 10-ride tickets or monthly passes. The changes as set forth above, once approved, would become effective February 1, 2010.

Reduced Fare Reimbursement

Reduce Fare Reimbursement is budgeted at the same level as for 2009.

2010 budget overview (cont.)

Capital Credits, Leases, etc...

The 2010 budget for Capital Credits, Leases, etc. anticipates higher levels of capital project work than in 2009. This will help to offset the lower levels of investment income expected due to lower interest rates and reduced cash balances.

Base Operating Expenses

The 2010 budget for the majority of operating expenses, excluding high-volatility items such as diesel fuel, security, health insurance, the RTA Pension Plan, credit cards and electricity, as well as the Apprentice Training Program, is 3 percent more than the 2009 forecast. For the period 2011 through 2012, expenses are estimated to increase in accordance with the terms of contracts and agreements, or with projections of market indices, as applicable. Metra will continue to look at all aspects of Metra operations, including those of the contract carriers, for cost efficiencies. All parties are expected to cut or contain costs wherever possible. As part of Metra's continuing efforts to contain costs, the budget for Administration and Regional Services was reduced by \$3.9

million from the 2009 forecast. On a positive note, in 2012, Maintenance of Equipment expenses are expected to decrease as new Metra Electric Highliner cars begin to replace the aging cars currently used in regular commuter service.

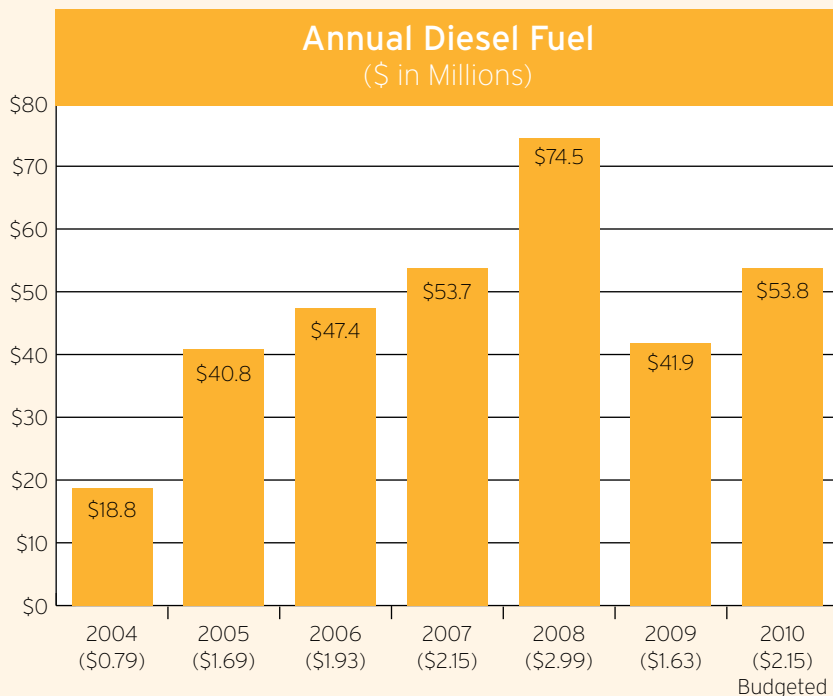
High-Volatility Items

Diesel Fuel

The annual diesel fuel expense has been growing erratically and dramatically each year. Diesel prices have gone from a low of \$0.79 a gallon in 2004, to an estimated \$1.63 for 2009, and to a projected \$2.15 for 2010. Whereas our total diesel

fuel bill was \$18.8 million in 2004, it is estimated to be \$41.9 million in 2009. For 2010, our projection is \$2.15 per gallon for a total of \$53.8 million. This is about three times the amount spent in 2004 for diesel fuel. The chart below illustrates Metra's diesel fuel costs since 2004. The projected annual average prices for diesel fuel in 2011 and 2012 are \$2.24 and \$2.29 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. For 2009, diesel fuel is estimated



to be over 7.4 percent of total operating expenses. In 2010, it will increase to about 8.9 percent of total operating expenses. That is double the share of total operating costs as compared to 2004's relative portion.

Security

For 2010, the budget for security has been set at \$16.7 million, which is 4.1 percent higher than the 2009 estimate of \$16 million. Security expenses are expected to increase from 2010 levels in 2011 and 2012 by \$0.5 million each year.

Health Insurance

Health insurance costs in 2009 are projected to be slightly less than budget. Health insurance costs for 2010 are assumed to increase by 8.1 percent over 2009, with slightly more moderate annual growth of 4.5 percent in 2011 and 5 percent in 2012.

RTA Pension

Metra's annual contributions to the RTA Pension Plan are determined by a third-party actuary. Metra's share of the minimum required annual contribution for 2010 is approximately \$1 million greater than was

required in 2009. The required contributions for 2011 and 2012 will likewise be determined by the actuary.

Credit Card and Related Charges

On Sept 9, 2009 Metra inaugurated a new web site that included the acceptance of credit and debit cards for the purchase of 10-ride and monthly tickets. In 2009, these initial credit card and related systems support charges are estimated at only \$0.2 million. However, by March 2010, Metra will also accept credit and debit cards at its stations with ticket agents and selected stations with ticket vending machines. Without historical experience on which to base its projections, Metra estimated charges for 2010 at \$4.2 million, assuming a 50 percent average use level and a partial year's charges for related systems support costs. Subsequent years assume full years' systems and related support costs.

Electricity

For 2010, Metra is budgeting motive power and electric utility costs to increase by \$0.7 million, or 3.8 percent, over the 2009 estimate. 2011 and 2012 are expected to increase moderately.

Apprentice Training Program

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 \$5 million from \$2.7 million in 2009.

Summary

The table on page 28 presents Metra's 2010 Preliminary Budget, and the table on page 29 summarizes Metra's 2010 Preliminary Budget and 2011-2012 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 2009 figures have been reclassified to conform to the 2010 presentation. Revenues are recognized when earned and expenses are recorded in the period in which goods and services are used. Metra's 2010 Projected Cash Flow Summary is shown on pages 42-43.

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Metra Operating Budget Comparisons: 2009 Budget, 2009 Estimate & 2010 Budget (\$ in 000s)

		2009 Budget	2009 Estimate	2010 Budget
Revenues	Total Revenue	\$296,340	\$296,340	\$311,000
Expenses	Capital Fare Program Expenditures	\$10,000	\$10,000	\$10,000
	Operating Expenses	565,000	565,000	603,100
	Total Expenditures	\$575,000	\$575,000	\$613,100
	Funded Deficit	\$278,660	\$278,660	\$302,100

Calculation of 2010-2012 Farebox Recovery Ratios (\$ in 000s)

	2010	2011	2012
System Generated Revenues	\$311,000	\$322,000	\$332,300
Additions to Recovery Ratio Revenues	7,500	7,700	7,900
Farebox Recovery Ratio Revenue	\$318,500	\$329,700	\$340,200
Total Operating Expenses	\$613,100	\$637,400	\$657,900
Exclusions from Recovery Ratio Expenses	(36,750)	(38,200)	(39,300)
Farebox Recovery Ratio Expenses	\$576,350	\$599,200	\$618,600
Farebox Recovery Ratio	55.3%	55.0%	55.0%

Metra 2010 Budget By Carrier & Type of Expense (\$ in 000s)

	Metra Owned & Operated*	BNSF Railway	Union Pacific	NICTD/ South Shore	Total Metra
Revenues					
Passenger Revenue	\$114,600	\$50,000	\$82,200	\$3,900	\$250,700
Reduced Fare Subsidy	1,700	400	1,300	0	3,400
Capital Credits, Leases, etc.	56,500	0	100	300	56,900
Total Revenues	\$172,800	\$50,400	\$83,600	\$4,200	\$311,000
Operating & Capital Expenditures					
Capital Fare Program Expenditures	\$10,000	\$0	\$0	\$0	\$10,000
Operations Expenses					
<i>Transportation</i>	81,100	18,300	51,700	3,100	154,200
<i>Maintenance of Way</i>	61,000	4,100	34,200	1,400	100,700
<i>Maintenance of Equipment</i>	51,000	16,100	33,600	1,800	102,500
Subtotal: Operations Expenses	\$193,100	\$38,500	\$119,500	\$6,300	\$357,400
<i>Administration and Regional Services</i>	23,900	6,200	18,000	1,300	49,400
<i>Risk Mgmt, Insur, Claims & Related</i>	8,600	2,100	3,800	400	14,900
<i>Downtown Stations</i>	7,100	5,400	1,500	0	14,000
Subtotal: Base Operating Expenses	\$232,700	\$52,200	\$142,800	\$8,000	\$435,700
High Volatility Expenses					
<i>Diesel Fuel</i>	21,200	9,500	23,100	0	53,800
<i>Security</i>	13,500	1,100	2,000	100	16,700
<i>Health Insurance</i>	41,100	6,600	13,800	1,200	62,700
<i>Credit Card and Internet Charges</i>	2,800	300	1,000	100	4,200
<i>RTA Pension</i>	5,700	0	0	0	5,700
<i>Electricity</i>	13,400	1,500	3,900	500	19,300
Subtotal: High-Volatility Expenses	\$97,700	\$19,000	\$43,800	\$1,900	\$162,400
Apprentice Training Program	5,000	0	0	0	5,000
Total Operating Expenses	\$335,400	\$71,200	\$186,600	\$9,900	\$603,100
Total Revenues	\$345,400	\$71,200	\$186,600	\$9,900	\$613,100
Total Funded Deficit	\$172,600	\$20,800	\$103,000	\$5,700	\$302,100

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

Recovery Ratio	55.3%
Recovery Ratio Additions to Revenue	\$7,500
Recovery Ratio Exclusions from Expense	\$36,750

2010 Budget Summary & 2011-2012 Financial Plan (\$ in 000s)

		2010 Budget	2011 Plan	2012 Plan
Revenues				
Passenger Revenue		\$250,700	\$257,600	\$265,300
Reduced Fare Subsidy		3,400	3,400	3,400
Capital Credits, Leases, etc.		56,900	61,000	63,600
Total Revenues		\$311,000	\$322,000	\$332,300
Expenditures				
Capital Fare Program		\$10,000	\$10,000	\$10,000
Operations Expenses	<i>Transportation</i>	154,200	158,700	165,300
	<i>Maintenance of Way</i>	100,700	104,200	108,500
	<i>Maintenance of Equipment</i>	102,500	106,100	107,000
Subtotal: Operations		\$357,400	\$369,000	\$380,800
	<i>Administration & Regional Services</i>	49,400	51,700	53,300
	<i>Risk Mgmt, Insur, Claims & Related</i>	14,900	15,400	15,900
	<i>Downtown Stations</i>	14,000	14,600	15,100
Subtotal: Base Operating Expenses		\$435,700	\$450,700	\$465,100
High-Volatility Expenses	<i>Diesel Fuel</i>	53,800	56,000	57,300
	<i>Security</i>	16,700	17,200	17,700
	<i>Health Insurance</i>	62,700	65,500	68,100
	<i>Credit Cards</i>	4,200	6,800	7,200
	<i>RTA Pension</i>	5,700	6,000	6,500
	<i>Electricity</i>	19,300	20,000	20,600
Subtotal: High-Volatility Expenses		\$162,400	\$171,500	\$177,400
Apprentice Training Program		5,000	5,200	5,400
Total Operating Expenses		\$603,100	\$627,400	\$647,900
Total Expenditures		\$613,100	\$637,400	\$657,900
Total Funded Deficit		\$302,100	\$315,400	\$325,600
Recovery Ratio		55.3%	55.0%	55.0%

Metra 2010-2014 Capital Program (In \$000s)

		Core Program		State Bond Program
		2010	2011-2014	2009-2013
Rolling Stock	Highliner Car Replacement (160)	\$0	\$0	\$585,000
	New Locomotives (10)	0	0	40,000
	Locomotive Improvements	1,050	62,100	0
	Car Rehabilitation (232)	22,500	177,300	0
	Highliner Car Improvements	750	3,000	0
	Fleet Component Overhaul	3,000	12,400	0
	Maintenance Tracking System	1,600	0	0
	Engineering & Management	1,690	6,760	0
	Subtotal	\$30,590	\$261,560	\$625,000
Track & Structure	Ties And Ballast	\$11,745	\$59,725	\$0
	Crossings (Road & Track)	3,275	11,335	0
	Rail	5,500	28,485	0
	NCS Improvements	650	2,600	0
	Bridges	3,375	4,000	171,000
	Retaining Wall Rehabilitation	5,070	10,500	0
	Structural Upgrades	4,750	11,675	0
	Engineering & Management	4,690	18,760	0
	Subtotal	\$39,055	\$147,080	\$171,000
Signal, Electrical & Communications	Signal System Upgrades	\$22,700	\$13,715	\$0
	Interlockings	12,000	25,875	0
	Electrical Systems Improvements	3,450	38,480	0
	Communication Improvements	500	10,680	0
	Positive Train Control	4,000	0	70,000
	Engineering & Management	3,625	14,500	0
	Subtotal	\$46,275	\$103,250	\$70,000

Metra 2010-2014 Capital Program (cont.) (In \$000s)

		Core Program		State Bond Program
		2010	2011-2014	2009-2013
Facilities & Equipment	Yard Improvements	\$4,700	\$75,990	\$78,950
	Building Improvements	3,000	6,650	0
	Equipment & Vehicles	7,100	25,795	0
	Revenue Accounting System	3,500	6,885	0
	Engineering & Management	3,625	14,500	0
	Subtotal	\$21,925	\$129,820	\$78,950
Stations & Parking	Stations And Parking	\$4,500	\$10,000	\$135,750
	Community Initiatives*	3,300	13,200	0
	Engineering & Management	2,690	10,760	0
	Subtotal	\$10,490	\$33,960	\$135,750
Support Activities	Material Handling	\$1,900	\$7,600	\$0
	Homeland Security	5,000	20,000	0
	CREATE	0	0	20,000
	Engineering Asset Assessment	5,000	0	0
	Project Admin/Contingencies	3,965	9,830	0
	Subtotal	\$15,865	\$37,430	\$20,000
Grand Total		\$164,200	\$713,100	\$1,100,700
New Starts**	UP West, UP Northwest, STAR, SouthEast	\$12,000**	\$0	\$12,000

* Community Generated CMAQ Projects

** Included in \$64 million total New Starts funding available for preliminary engineering. Metra's four New Starts projects are contingent upon Federal authorization to proceed.

Capital Program Funding: Five-Year Plan (in Millions)

	2010 Program	2011-2014 Program	Total
Federal	\$144.9	\$639.9	\$784.0
State Bond	202.5	607.5	810.0*
Metra	10	40	50
CMAQ/Other	9.3	33.2	42.5
Total	\$366.7	\$1320.6	\$1687.3

* An additional \$290.7 million was previously programmed in 2009, bringing the Bond Program total to \$1.1 billion.

Physical Description

Carrier/Line	Location of Outlying Terminal	Downtown Terminal	Number of Stations			Accessible Stations		Rolling Stock				Track Miles	Route Miles
			IL	Out of State	Total	Partial	Full	Loco-motives	Trailer Cars	Cab Cars	Electric Propelled		
BNSF Railway	Aurora, IL (Kane Co.)	Chicago Union Station	25	0	25	6	12	28	138	31	0	144.0	37.5
Union Pacific	North Line	Kenosha, WI (Kenosha Co.)	Ogilvie Transportation Center	24	1	25	1	20				107.5	51.6
	Northwest Line	Harvard, IL (McHenry Co.)	Ogilvie Transportation Center	21	0	21	2	16				161.1	63.1
	McHenry Branch	McHenry, IL (McHenry Co.)	Ogilvie Transportation Center	1	0	1	1	0				8.0	7.4
	West Line	Elburn, IL (Kane Co.)	Ogilvie Transportation Center	18	0	18	3	13				144.2	43.6
Total			64	1	65	7	49	52	258	63	0	418.2	162.3
Electric District	Main Line	University Park, IL (Will Co.)	Millennium Station	32	0	32	0	13				86.0	31.5
	Blue Island Branch	Blue Island, IL (Cook Co.)	Millennium Station	7	0	7	0	1				5.0	4.4
	South Chicago Branch	Chicago, IL (Cook Co.)	Millennium Station	8	0	8	0	7				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	9	3	0	78.0	37.2
Milwaukee District	North Line	Fox Lake, IL (Lake Co.)	Chicago Union Station	20	0	20	3	14	0	0	0	97.0	49.5
	West Line	Elgin, IL (Kane Co.)	Chicago Union Station	21	0	21	0	20	0	0	0	102.8	39.8
Total			41	0	41	3	34	36	113	36	0	186.4	83.9
North Central Service	Antioch, IL (Lake Co.)	Chicago Union Station	15	0	15	0	15	6	15	17	0	85.0	52.8
SouthWest Service	Manhattan, IL (Will Co.)	Chicago Union Station	12	0	12	0	12	5	28	7	0	59.3	40.8
Rock Island District	Main Line	Joliet, IL (Will Co.)	LaSalle Street Station	13	0	13	2	10	0	0	0	84.0	40.2
	Beverly Branch	Blue Island, IL (Cook Co.)	LaSalle Street Station	12	0	12	5	4	0	0	0	13.3	6.6
Total			25	0	25	7	14	16	91	32	0	97.1	46.8
Downtown Terminals			5	0	5	0	5	-	-	-	-	-	-
System Totals*			239	1	240	23	166	146	652	189	171	1,155.1	487.7

*South Shore (NICTD) is not included.

Operating & Service Characteristics as of 2009

Carrier/Line	Revenue Trains			Train Miles Jul '08 - Jun '09	Car Miles Jul '08 - Jun '09	Average Scheduled Speeds			On-Time Performance	
	Weekday	Sat	Sun/Hol			Weekday Peak	Weekday Off-Peak	Weekend/ Holiday	2008 Average	Jan-Jun '09 Average
BNSF Railway	94	28	18	947,832	6,925,183	35.4	31.2	29.2	94.4%	93.2%
North	70	26	18	754,137	4,254,090	30.6	29.1	30.1	93.4%	95.0%
Northwest	65	24	15	939,386	6,302,471	33.9	32.8	33.4	95.2%	95.8%
West	59	20	18	697,513	4,734,602	30.6	31.1	31.2	93.7%	95.6%
Total	194	70	51	2,391,036	15,291,163				94.1%	95.4%
Main Line	79	46	20	726,735	3,725,410	24.0	23.3	23.3	97.4%	97.5%
Blue Island	37	30	0	152,233	499,577	32.3	29.6	29.3	98.3%	97.9%
So Chicago	54	48	20	228,332	890,233	20.2	20.5	20.8	98.5%	98.5%
Total	170	124	40	1,107,300	5,115,220				97.9%	97.9%
Heritage Corridor	6	0	0	56,958	264,976	35.2	-	-	88.6%	91.7%
North	60	24	20	767,100	4,653,362	32.2	30.9	31.3	94.0%	94.3%
West	58	24	18	661,020	4,501,132	29.2	29.4	29.8	96.4%	96.8%
Total	118	48	38	1,428,120	9,154,494				95.2%	95.5%
North Central Service	22	0	0	294,277	1,311,490	34.6	34.0	-	94.6%	94.0%
SouthWest Service	30	6	0	234,495	1,814,965	27.1	26.3	28.2	94.4%	94.7%
Rock Island District	68	20	16	701,885	4,882,737	29.0	29.7	30.1	95.4%	96.2%
System Totals / Averages*	702	296	163	7,161,903	44,760,228	31.3	29.8	29.7	95.4%	95.8%

* South Shore (NICTD) is not included.

Commuter Rail Stations by Fare Zone*

Zone	BNSF Railway		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	CUS**	0.0	
	Halsted St	1.8	Van Buren	0.8					Western Ave	2.9	Western Ave	2.9	
	Western Ave	3.8	Museum Campus/11th St	1.4									
			18th St	2.2									
			McCormick Place	2.7									
		27th St	3.2										
B (5.1-10.0)	Cicero	7.0	47th St	5.9		Stony Island	9.1		Healy	6.4	Grand/Cicero	6.5	
	LaVergne	9.1	53rd St	6.5		Bryn Mawr	9.7		Grayland	8.2	Hanson Park	7.7	
	Berwyn	9.6	56th St	7.0		South Shore	10.3		Mayfair	9.0	Galewood	8.6	
	Harlem Ave	10.1	59th St	7.4		Windsor Park	10.9				Mars	9.1	
			63rd St	7.9		79th St	11.5				Mont Clare	9.5	
			75th St	9.3		83rd St	12.0						
			79th St	10.0		87th St	12.5						
					93rd St	13.2							
C (10.1-15.0)	Riverside	11.1	83rd St	10.4				Summit	11.9	Forest Glen	10.2	Elmwood Park	10.2
	Hollywood	11.8	87th St	10.9						Edgebrook	11.6	River Grove	11.4
	Brookfield	12.3	91st St	11.4						Morton Grove	14.3	Franklin Park	13.2
	Congress Park	13.1	95th St	12.0								Mannheim	14.0
	LaGrange Rd	13.8	103rd St	13.0									
	Stone Ave	14.2	107th St	13.5									
		111th St	14.0										
		Kensington	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 St	19.0	W. Pullman	16.7				Glen/N. Glenview	18.8		
	W. Hinsdale	17.8	Harvey	20.0	Racine Ave	17.0							
	Clarendon Hills	18.3			Ashland Ave	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 St	27.6								Hanover Park	28.4
			Matteson	28.2								Bartlett	30.1
			Richton Park	29.3									
G (30.1-35.0)	Route 59	31.6	University Park	31.5				Lockport	32.9				
H (35.1-40.0)	Aurora	37.5						Joliet	37.2	Libertyville	35.5	National St	36.0
										Prairie Crossing/Libertyville	39.2	Elgin	36.6
I (40.1-45.0)										Grayslake	41.0	Big Timber	39.8
										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)													

* Does not include South Shore (NICTD), lines in alphabetical order.

** CUS=Chicago Union Station

Commuter Rail Stations by Fare Zone* (cont.)

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	La Salle	0.0			CUS**	0.0	OTC#	0.0	OTC#	0.0	OTC#	0.0
	Western Ave	2.9							Clybourn	2.9	Clybourn	2.9	Kedzie	3.6
B (5.1-10.0)			Gresham	9.8					Ravenswood	6.5	Irving Park	7.0	Oak Park	8.5
									Rogers Park	9.4	Jefferson Park	9.1	River Forest	9.7
C (10.1-15.0)	River Grove	11.4	95th St	10.9	Brainerd	10.6	Wrightwood	11.2	Main St	11.0	Norwood Park	11.4	Maywood	10.5
	Belmont Ave	13.0	Washington Hts	12.0	91st St	11.3	Ashburn	12.6	Davis St	12.0	Edison Park	12.6	Melrose Park	11.3
	Schiller Park	14.8			95th St	11.7			Central St	13.3	Park Ridge	13.5	Bellwood	12.6
					99th St	12.3			Wilmette	14.4	Dee Road	15.0	Berkeley	14.3
					103rd St	12.8								
					107th St	13.3								
					111th St	13.8								
				115th St	14.3									
D (15.1-20.0)	Rosemont	15.6	Vermont St	15.7	123rd St	15.2	Oak Lawn	15.2	Kenilworth	15.2	Des Plaines	17.1	Elmhurst	15.7
	O'Hare Transfer	17.1	Robbins	17.2	Prairie St	15.8	Chicago Ridge	16.8	Indian Hill	15.8	Cumberland	18.6	Villa Park	17.8
			Midlothian	18.4	Vermont St	16.5	Worth	18.2	Winnetka	16.6	Mt Prospect	20.0	Lombard	19.9
							Palos Heights	18.7	Hubbard Woods	17.7				
								Glencoe	19.2					
E (20.1-25.0)	Prospect Heights	24.0	Oak Forest	20.4			Palos Park	20.3	Braeside	20.5	Arlington Heights	22.8	Glen Ellyn	22.4
			Tinley Park	23.5			143rd St	23.6	Ravinia	21.5	Arlington Park	24.4	College Ave	23.8
			80th Ave	25.1			153rd St	25.2	Highland Park	23.0			Wheaton	25.0
F (25.1-30.0)	Wheeling	27.2	Hickory Creek	27.5			179th St	28.9	Fort Sheridan	25.7	Palatine	26.8	Winfield	27.5
	Buffalo Grove	29.5	Mokena	29.6					Lake Forest	28.3			West Chicago	29.8
G (30.1-35.0)	Prairie View	31.6	New Lenox	34.0					Lake Bluff	30.2	Barrington	31.9		
	Vernon Hills	33.0							Great Lakes	32.2				
H (35.1-40.0)	Mundelein	36.9	Joliet	40.2			Laraway Road	35.8	Waukegan	35.9	Fox River Grove	37.3	Geneva	35.5
	Prairie Crossing / Libertyville	40.7									Cary	38.6		
I (40.1-45.0)	Washington St	43.9					Manhattan	40.8	Zion	42.1	Pingree Road	41.7	La Fox	40.9
									Winthrop Harbor	44.5	Crystal Lake	43.2	Elburn	43.6
J (45.1-50.0)	Round Lk Beach	45.9												
	Lake Villa	48.2												
K (50.1-55.0)	Antioch	52.8							Kenosha	51.5	McHenry	50.6		
											Woodstock	51.6		
M (60.1-65.0)											Harvard	63.1		

* Does not include South Shore (NICTD), lines in alphabetical order.

** CUS=Chicago Union Station

Forecasted Ridership and Vehicle Miles: 2009-2012

	2008 Actual	2009 Year-End Projected*	2010 Forecast	2011 Forecast	2012 Forecast	
Passenger Trips¹	BNSF Railway	17,043,000	16,138,000	16,461,000	16,922,000	17,430,000
	Union Pacific	29,283,000	28,241,000	28,805,000	29,612,000	30,500,000
	Electric District	11,266,000	10,594,000	10,806,000	11,108,000	11,442,000
	Heritage Corridor	746,000	715,000	729,000	749,000	772,000
	Milwaukee District	14,676,000	13,969,000	14,248,000	14,647,000	15,086,000
	North Central Service	1,610,000	1,609,000	1,641,000	1,687,000	1,737,000
	SouthWest Service	2,541,000	2,464,000	2,514,000	2,584,000	2,662,000
	Rock Island	9,642,000	9,067,000	9,249,000	9,508,000	9,793,000
	System Total**	86,806,000	82,797,000	84,453,000	86,817,000	89,422,000
Year-to-Year Change	–	-4.6%	2.0%	2.8%	3.0%	
Passenger Miles²	BNSF Railway	396,715,000	374,138,000	381,621,000	392,306,000	404,075,000
	Union Pacific	631,457,000	599,852,000	611,849,000	628,981,000	647,850,000
	Electric District	212,552,000	197,902,000	201,860,000	207,512,000	213,737,000
	Heritage Corridor	21,147,000	20,126,000	20,528,000	21,103,000	21,736,000
	Milwaukee District	351,394,000	330,078,000	336,680,000	346,107,000	356,490,000
	North Central Service	49,783,000	49,586,000	50,577,000	51,994,000	53,553,000
	SouthWest Service	47,562,000	46,015,000	46,936,000	48,250,000	49,697,000
	Rock Island	203,043,000	189,994,000	193,793,000	199,220,000	205,196,000
	System Total**	1,913,653,000	1,807,690,000	1,843,843,000	1,895,471,000	1,952,335,000
Year-to-Year Change	–	-5.5%	2.0%	2.8%	3.0%	
Revenue Car Miles	BNSF Railway	5,460,000	5,444,000	5,444,000	5,429,000	5,432,000
	Union Pacific	13,107,000	11,757,000	11,757,000	11,731,000	11,741,000
	Electric District	4,754,000	4,736,000	4,736,000	4,730,000	4,735,000
	Heritage Corridor	264,000	266,000	266,000	265,000	265,000
	Milwaukee District	6,184,000	6,152,000	6,152,000	6,138,000	6,142,000
	North Central Service	1,001,000	995,000	995,000	991,000	991,000
	SouthWest Service	932,000	929,000	919,000	915,000	915,000
	Rock Island	3,364,000	3,154,000	3,173,000	3,164,000	3,167,000
	System Total**	35,066,000	33,433,000	33,442,000	33,365,000	33,389,000
Year-to-Year Change	–	-4.7%	0.0%	-0.2%	0.1%	

*Based on January-June actuals

**South Shore (NICTD) is not included.

1. Based on Ticket Sales and Free Trips

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

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

Ticket Sales by Ticket Type: July 2008-June 2009

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)	244,100	343,300	907,700	487,800	325,900	18,800	6,300
Union Pacific	North Kenosha, WI (Kenosha County)	116,500	285,500	608,300	686,000	332,200		
	Northwest Harvard, IL (McHenry County)	125,300	220,900	756,000	741,700	296,400		
	West Elburn, IL (Kane County)	100,800	168,000	511,400	426,500	231,300		
Total		342,600	674,400	1,875,700	1,854,200	859,800	18,200	2,400
Electric District	Main Line University Park, IL (Will County)	141,800	176,900	1,029,100	308,300	147,700		
	Blue Island Blue Island, IL (Cook County)	2,500	3,200	26,700	5,600	2,400		
	So Chicago Chicago, IL (Cook County)	10,200	18,500	117,900	25,200	700		
Total		154,500	198,500	1,173,700	339,200	150,800	14,700	600
Heritage Corridor	Joliet, IL (Will County)	13,700	11,000	9,800	14,300	0	200	0
Milwaukee District	North Fox Lake, IL (Lake County)	90,100	187,500	452,300	438,400	235,800		
	West Elgin, IL (Kane County)	92,300	119,000	469,300	481,300	210,300		
Total		182,400	306,500	921,600	919,700	446,100	37,900	6,300
North Central Service	Antioch, IL (Lake County)	23,900	31,600	57,400	189,500	0	200	0
SouthWest Service	Manhattan, IL (Will County)	42,700	44,700	74,200	113,200	1,400	900	0
Rock Island District	Joliet, IL (Will County)	144,000	175,000	530,900	290,100	142,100	8,700	300
System Totals*		1,147,900	1,785,100	5,551,000	4,208,100	1,926,100	99,600	16,000

*South Shore (NICTD) is not included.

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

Ridership Related Statistics: July 2008-June 2009

Carrier/Line		Passenger Loads (Conductor Counts)							
		Weekday Average					Avg Saturday	Avg Sunday	Avg Week
		Peak	Reverse	Midday	Evening	Total			
BNSF Railway		48,400	4,100	6,300	4,700	63,500	14,000	8,800	340,300
Union Pacific	North	25,800	7,000	5,600	3,600	42,000	13,300	8,900	232,200
	Northwest	31,900	3,000	5,600	3,000	43,500	12,600	9,000	239,100
	West	23,100	1,800	3,600	2,300	30,800	8,400	7,100	169,500
	Total	80,800	11,800	14,800	8,900	116,300	34,300	25,000	640,800
Electric District	Main Line	25,300	700	3,900	1,800	31,700	7,100	3,600	169,200
	Blue Island	2,300	200	400	100	3,000	700	0	15,700
	So Chicago	4,500	500	1,100	400	6,500	2,100	800	35,400
	Total	32,100	1,400	5,400	2,300	41,200	9,900	4,400	220,300
Heritage Corridor		2,800	0	0	0	2,800	0	0	14,000
Milwaukee District	North	17,600	3,700	3,100	1,700	26,000	6,100	4,200	140,300
	West	17,800	1,100	2,400	1,300	22,600	5,600	4,000	122,600
	Total	35,400	4,800	5,500	3,000	48,600	11,700	8,200	262,900
North Central Service		4,700	300	600	200	5,800	0	0	29,000
SouthWest Service		8,600	100	800	400	9,900	100	0	49,600
Rock Island District		28,900	600	3,300	1,100	33,900	4,300	3,800	177,600
System Totals***		241,800	23,000	36,600	20,600	322,100	74,400	50,200	1,734,500

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

*** South Shore (NICTD) is not included.

Ridership Related Statistics: July 2008–June 2009 (cont.)

Carrier/Line		Annual Passenger Trips*	Annual Passenger Miles**	Annual Passenger Revenue	Avg Revenue Per Passenger Trip	Avg Trip Length (Miles)
BNSF Railway		16,571,900	384,223,700	\$48,672,300	\$2.94	23.2
Union Pacific	North	10,723,700	198,451,900	\$28,215,100	\$2.63	18.5
	Northwest	10,447,600	252,793,500	\$30,759,000	\$2.94	24.2
	West	7,835,600	164,930,300	\$21,760,200	\$2.78	21.0
	Total	29,006,900	616,175,700	\$80,734,300	\$2.78	21.2
Electric District	Main Line	9,846,800	191,644,500	\$26,589,500	\$2.70	19.5
	Blue Island	204,800	3,034,700	\$475,100	\$2.32	14.8
	So Chicago	829,000	8,560,900	\$1,339,600	\$1.62	10.3
	Total	10,880,600	203,240,100	\$28,404,200	\$2.61	18.7
Heritage Corridor		733,100	20,644,300	\$2,307,600	\$3.15	28.2
Milwaukee District	North	7,528,000	174,739,200	\$22,292,400	\$2.96	23.2
	West	6,824,500	164,454,500	\$20,428,300	\$2.99	24.1
	Total	14,352,500	339,193,700	\$42,720,700	\$2.98	23.6
North Central Service		1,650,500	50,900,000	\$5,839,500	\$3.54	30.8
SouthWest Service		2,674,600	47,234,300	\$6,804,500	\$2.54	17.7
Rock Island District		9,169,300	195,261,000	\$25,791,900	\$2.81	21.3
System Totals***		85,039,600	1,856,872,900	\$241,275,000	\$2.84	21.8

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

* Includes free trips

** Does not include free trips

*** South Shore (NICTD) is not included.

2010 Adult Fare Schedule (in \$s)

Ticket	A	B	C	D	E	F	G	H	I	J	K	M
Monthly	58.05											
A Ten-Ride	18.30											
One-Way	2.25											
Monthly	63.45	58.05										
B Ten-Ride	20.00	18.30								Weekend: On-Board Surcharge:	\$7.00 \$3.00	
One-Way	2.50	2.25										
Monthly	90.45	63.45	58.05									
C Ten-Ride	28.50	20.00	18.30									
One-Way	3.50	2.50	2.25									
Monthly	102.60	90.45	63.45	58.05								
D Ten-Ride	32.30	28.50	20.00	18.30								
One-Way	4.00	3.50	2.50	2.25								
Monthly	116.10	102.60	90.45	63.45	58.05							
E Ten-Ride	36.55	32.30	28.50	20.00	18.30							
One-Way	4.50	4.00	3.50	2.50	2.25							
Monthly	128.25	116.10	102.60	90.45	63.45	58.05						
F Ten-Ride	40.40	36.55	32.30	28.50	20.00	18.30						
One-Way	5.00	4.50	4.00	3.50	2.50	2.25						
Monthly	139.05	128.25	116.10	102.60	90.45	63.45	58.05					
G Ten-Ride	43.80	40.40	36.55	32.30	28.50	20.00	18.30					
One-Way	5.50	5.00	4.50	4.00	3.50	2.50	2.25					
Monthly	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05				
H Ten-Ride	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30				
One-Way	6.00	5.50	5.00	4.50	4.00	3.50	2.50	2.25				
Monthly	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05			
I Ten-Ride	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30			
One-Way	6.50	6.00	5.50	5.00	4.50	4.00	3.50	2.50	2.25			
Monthly	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05		
J Ten-Ride	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	20.00	18.30		
One-Way	7.00	6.50	6.00	5.50	5.00	4.50	4.00	3.50	2.50	2.25		
Monthly	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	63.45	58.05	
K 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	7.50	7.00	6.50	6.00	5.50	5.00	4.50	4.00	3.50	2.50	2.25	
Monthly	217.35	203.85	190.35	178.20	164.70	152.55	139.05	128.25	116.10	102.60	90.45	58.05
M Ten-Ride	68.45	64.20	59.95	56.10	51.85	48.05	43.80	40.40	36.55	32.30	28.50	18.30
One-Way	8.50	8.00	7.50	7.00	6.50	6.00	5.50	5.00	4.50	4.00	3.50	2.25

Proposed 2010 Special-User Fares (in \$s)

Proposed 2010 Special-User Fares (in \$s)													
Ticket	A	B	C	D	E	F	G	H	I	J	K	M	
A	Monthly	39.40											
	Ten-Ride	10.50											
	One-Way	1.00											
B	Monthly	43.15	39.40										
	Ten-Ride	11.50	10.50										
	One-Way	1.25	1.00										
C	Monthly	61.90	43.15	39.40									
	Ten-Ride	16.50	11.50	10.50									
	One-Way	1.75	1.25	1.00									
D	Monthly	71.25	61.90	43.15	39.40								
	Ten-Ride	19.00	16.50	11.50	10.50								
	One-Way	2.00	1.75	1.25	1.00								
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	2.25	2.00	1.75	1.25	1.00							
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	2.50	2.25	2.00	1.75	1.25	1.00						
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	2.75	2.50	2.25	2.00	1.75	1.25	1.00					
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	3.00	2.75	2.50	2.25	2.00	1.75	1.25	1.00				
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	3.25	3.00	2.75	2.50	2.25	2.00	1.75	1.25	1.00			
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	3.50	3.25	3.00	2.75	2.50	2.25	2.00	1.75	1.25	1.00		
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	3.75	3.50	3.25	3.00	2.75	2.50	2.25	2.00	1.75	1.25	1.00	
M	Monthly	150.00	140.65	131.25	123.75	114.40	105.00	95.65	88.15	80.65	71.25	61.90	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	10.50
	One-Way	4.25	4.00	3.75	3.50	3.25	3.00	2.75	2.50	2.25	2.00	1.75	1.00

Metra: Metropolitan Rail 2010 Projected Cashflow Summary (in 000s)

		JAN	FEB	MAR	APR	MAY	JUN
Beginning Balance December 31, 2009		\$40,900	\$58,452	\$57,541	\$55,558	\$51,391	\$48,193
Revenue	Operating Revenue	\$23,944	\$23,270	\$23,992	\$24,618	\$25,027	\$26,134
	Capital Farebox Revenue	833	833	834	833	833	834
	Total Operating Revenue	\$24,777	\$24,103	\$24,826	\$25,451	\$25,860	\$26,968
Sales Tax & Funding	RTA 85% Sales Tax	\$18,117	\$18,117	\$18,117	\$18,388	\$18,388	\$18,388
	New Transit Funding	28,031	7,713	7,713	2,742	2,742	2,742
	Total RTA 85% Sales Tax / New Transit Funding	\$46,148	\$25,830	\$25,830	\$21,130	\$21,130	\$21,130
Capital Grants	FTA	\$10,239	\$10,239	\$10,239	\$10,239	\$10,442	\$10,442
	RTA	14	14	15	14	14	15
	IDOT	28,940	28,940	28,940	29,639	1,438	1,439
	Subtotal	39,193	39,193	39,194	39,892	11,894	11,896
	Total Cash Receipts	\$110,118	\$89,126	\$89,850	\$86,473	\$58,884	\$59,994
Expenses	Operating Expenses	\$52,005	\$49,476	\$51,270	\$49,380	\$48,819	\$49,765
	Capital Farebox Expenses	833	833	834	833	833	834
	Total Operating Expenses	\$52,838	\$50,309	\$52,104	\$50,213	\$49,652	\$50,599
Capital Projects	FTA / RTA / IDOT	\$39,193	\$39,193	\$39,194	\$39,892	\$11,895	\$11,895
	Metra	535	535	535	535	535	534
	Total Capital Projects	\$39,728	\$39,728	\$39,729	\$40,427	\$12,430	\$12,429
Total Cash Disbursements		\$92,566	\$90,037	\$91,833	\$90,640	\$62,082	\$63,028
Ending Balance		\$58,452	\$57,541	\$55,558	\$51,391	\$48,193	\$45,159

Metra: Metropolitan Rail 2010 Projected Cashflow Summary (cont.) (in 000s)

		JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Beginning Balance		\$45,159	\$60,972	\$56,918	\$53,859	\$51,871	\$47,951	
Revenue	Operating Revenue	\$27,218	\$25,629	\$25,773	\$26,640	\$24,546	\$24,209	\$301,000
	Capital Farebox Revenue	833	833	834	833	833	834	10,000
	Total Operating Revenue	\$28,051	\$26,462	\$26,607	\$27,473	\$25,379	\$25,043	\$311,000
Sales Tax & Funding	RTA 85% Sales Tax	\$18,388	\$18,388	\$18,388	\$18,388	\$18,388	\$18,391	\$219,846
	New Transit Funding	23,381	2,742	\$2,742	2,742	2,742	2,739	88,771
	Total RTA 85% Sales Tax / New Transit Funding	\$41,769	\$21,130	\$21,130	\$21,130	\$21,130	\$21,130	\$308,617
Capital Grants	FTA	\$10,442	\$10,442	\$10,442	\$10,085	\$10,085	\$10,085	\$123,421
	RTA	14	14	15	14	14	15	172
	IDOT	1,438	1,439	1,438	4,588	29,639	31,889	189,767
	Subtotal	11,894	11,895	11,895	14,687	39,738	41,989	313,360
	Total Cash Receipts	\$81,714	\$59,487	\$59,632	\$63,290	\$86,247	\$88,162	\$932,977
Expenses	Operating Expenses	\$52,638	\$50,278	\$49,428	\$49,223	\$49,061	\$51,757	\$603,100
	Capital Farebox Expenses	833	833	834	833	833	834	10,000
	Total Operating Expenses	\$53,471	\$51,111	\$50,262	\$50,056	\$49,894	\$52,591	\$613,100
Capital Projects	FTA / RTA / IDOT	\$11,895	\$11,895	\$11,895	\$14,687	\$39,738	\$41,988	\$313,360
	Metra	535	535	534	535	535	534	6,417
	Total Capital Projects	\$12,430	\$12,430	\$12,429	\$15,222	\$40,273	\$42,522	\$319,777
Total Cash Disbursements		\$65,901	\$63,541	\$62,691	\$65,278	\$90,167	\$95,113	\$932,877
Ending Balance		\$60,972	\$56,918	\$53,859	\$51,871	\$47,951	\$41,000	-

METRA FY2010 program and budget public hearings schedule

Wednesday, November 4, 2009 | 4-7 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 S. Arlington Heights Rd
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 5, 2009 | 4-7 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 S. Seymour
Grayslake, Illinois

Will County

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

METRA 2010 program and budget presentations: county boards

Date		Board	Location
October	26	Kane County Board Transportation Committee Monday, October 26, 2009 9 AM	Kane County Forest Preserve Office 1996 S. Kirk Road, Suite 320 Geneva, Illinois
November	3	McHenry County Board Tuesday, November 3, 2009 9 AM	McHenry County Board County Board Room 667 Ware Woodstock, Illinois
	4	Cook County Board Wednesday, November 4, 2009 10 AM	Cook County Board of Commissioners County Building 118 N. Clark Street, 5th Floor Chicago, Illinois
	10	Lake County Board Tuesday, November 10, 2009 9 AM	Lake County Board Lake County Court House County Board Room 18 N. County Street Waukegan, Illinois
	10	DuPage County Board Tuesday, November 10, 2009 7:30 PM	DuPage County Board DuPage County Administration Building County Board Room 421 N. County Farm Road Wheaton, Illinois
	19	Will County Board Thursday, November 19, 2009 9:30 AM	Will County Board Will County Board Office 302 N. Chicago Street Joliet, Illinois
December	8	Kane County Board Tuesday, December 8, 2009 9:45 AM	Kane County Board Kane County Government Center County Board Room 719 Batavia Avenue, Building A Geneva, 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 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.



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