

2018



Metra
FACT BOOK

Norman Carlson, Chairman
Jim Derwinski, CEO/Executive Director



TABLE of CONTENTS

| | |
|--|----|
| Overview | 4 |
| System Map | 5 |
| Ridership | 6 |
| By the Numbers | 7 |
| Benefits | 8 |
| Diversity | 9 |
| Mission, Vision and Strategic Goals | 10 |
| History | 12 |
| Metra Board of Directors | 14 |
| Operating Budget and Capital Program | 15 |
| 2018 Funding Uses | 16 |
| Metra's Biggest Challenge | 17 |
| How We Compare to Other Railroads | 18 |





OVERVIEW

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

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

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

** Source: Chicago Region Environmental and Transportation Efficiency Program*

SYSTEM MAP

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

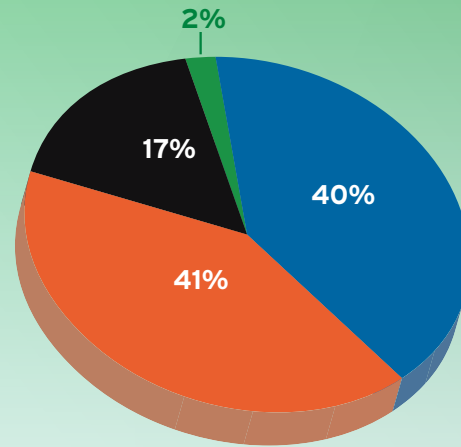


RIDERSHIP

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

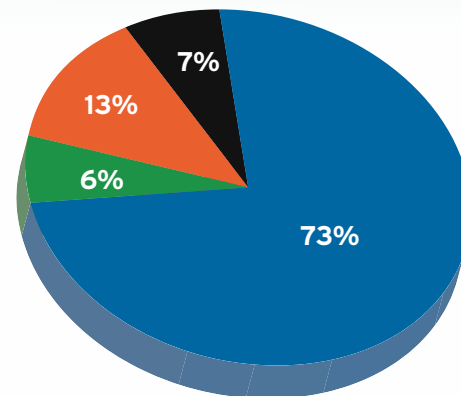
About **90 percent** of all Metra trips are made commuting to work.

METRA RIDERSHIP by RESIDENCE

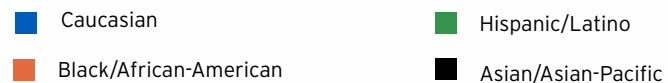


* Source: 2016 Metra Origin Destination Survey

METRA RIDERSHIP by ETHNICITY



NOTE: Percentages may not total 100 due to rounding.



* Source: 2014 Metra Customer Satisfaction Survey

BY the NUMBERS

78.6 million passenger trips in 2017

686 weekday trains

260 Saturday trains

173 Sunday trains

242 train stations

1,155 miles of track

488 route miles

150 locomotives

848 diesel railcars

186 electric railcars

823 bridges

566 grade crossings

24 rail yards

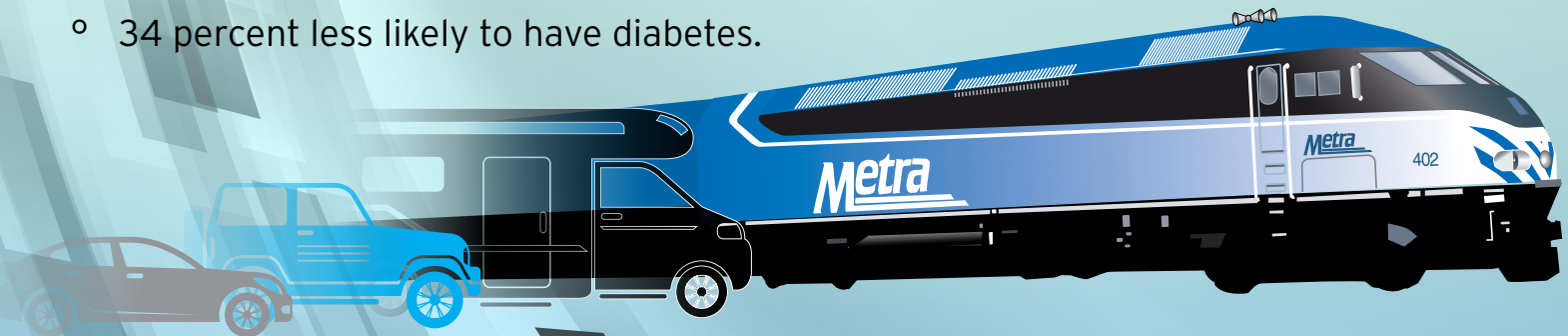
90,806 parking spaces

12 fuel facilities

BENEFITS

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

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

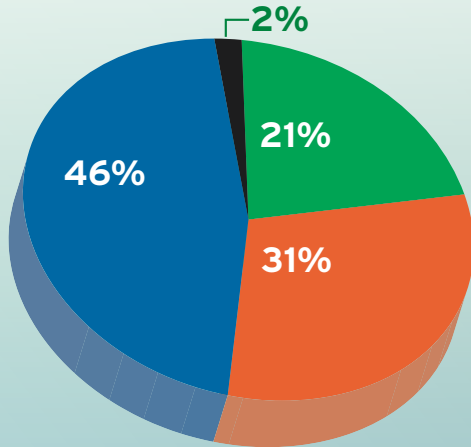


Source: American Public Transportation Association

DIVERSITY

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

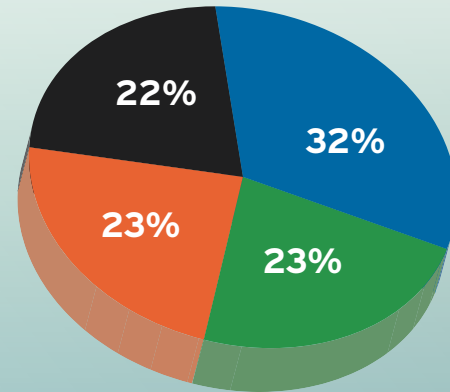
METRA'S WORKFORCE



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

From 2014 to 2017, Metra committed \$116 million in contracts to Disadvantaged Business Enterprise (DBE) firms. During that time, the value of contracts awarded to DBE firms increased by 43 percent.

DBE CONTRACTING DIVERSITY



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

Data through Dec. 31, 2017

MISSION, VISION and STRATEGIC GOALS

ON TRACK TO EXCELLENCE

MISSION

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





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

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

VISION

STRATEGIC GOALS



HISTORY



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

HISTORY



- Dec. 13, 2000:** Metra approves a \$400 million order to buy 300 cars from Nippon Sharyo, the largest procurement of railcars in Metra history.
- Jan. 12, 2001:** Metra approves a \$79.4 million order for 27 new MP36-3S locomotives from Motive Power Industries.
- Dec. 5, 2004:** Metra shows off a rehabbed Millennium Station.
- Jan. 23, 2006:** Metra opens an extension of the UP West Line to La Fox and Elburn. A week later, Metra opens four new stations and expands service on the North Central Service Line. On the same day, it expands service on the SouthWest Service Line and opens an extension to Manhattan.
- December 2008:** Metra provides a record 86.8 million passenger trips in 2008. It remains Metra's record year.
- Dec. 3, 2009:** MetraMarket opens at the Ogilvie Transportation Center.
- August 2010:** Metra approves a \$585 million order to buy 160 new Highliner cars for the Metra Electric Line from Nippon Sharyo. Nippon Sharyo builds a factory in Rochelle, Ill., to build the cars.
- May 6, 2011:** Metra opens the new 35th Street /"Lou" Jones Station on the Rock Island Line near Guaranteed Rate Field.
- Oct. 23, 2014:** Metra celebrates the opening of the \$142 million Englewood flyover, a major railroad bridge that eliminated a significant source of train delays on the South Side of Chicago.
- Nov. 19, 2015:** Metra, CTA and Pace launch the new Ventra App, which allows Metra riders to buy and display Metra mobile tickets with their smartphones using a credit or debit card or Ventra account.
- Aug. 25, 2016:** Metra receives the final two cars of its 160-car order for the Metra Electric Line, completing a 2010 purchase to outfit the line with a completely new and modern fleet.

METRA BOARD of DIRECTORS

ROMAYNE C. BROWN
VICE CHAIRMAN



JOHN PLANTE
TREASURER



RODNEY S. CRAIG
SECRETARY



ALEXANDRA HOLT
DIRECTOR



STEVEN K. MESSERLI
DIRECTOR



NORMAN CARLSON
CHAIRMAN



JOHN P. ZEDIKER
DIRECTOR



DON A. DE GRAFF
DIRECTOR



KEN KOEHLER
DIRECTOR



STEPHEN PALMER
DIRECTOR



VACANT
DIRECTOR



OPERATING BUDGET and CAPITAL PROGRAM

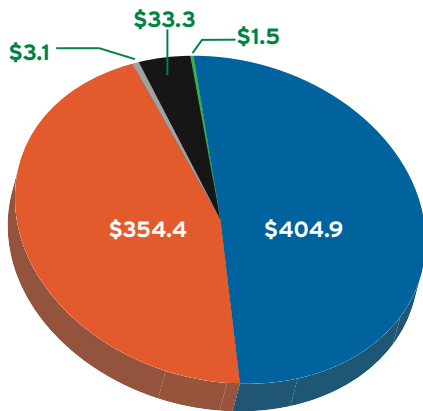
Nearly 50 percent of Metra's operating costs are funded by fares and other system-generated revenue.

For 2018, Metra's total budget is \$994 million, with \$797.2 million for operations and \$196.8 million for capital. Metra covers nearly half of its operating budget with fare and other system-generated revenue, with the rest primarily coming from

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

2018 FUNDING SOURCES

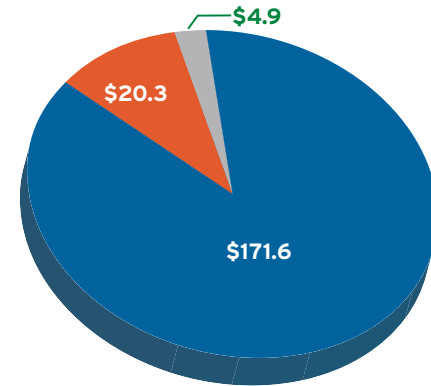
2018 OPERATING FUNDS



(\$ MILLIONS)

| | |
|--|----------------|
| ■ Fare Revenue | \$354.4 |
| ■ Sales Taxes | 404.9 |
| ■ Reduced Fare Subsidy | 3.1 |
| ■ Capital Credits, Leases, etc. | 33.3 |
| ■ Transportation Security Grant | 1.5 |
| TOTAL | \$797.2 |

2018 CAPITAL FUNDS

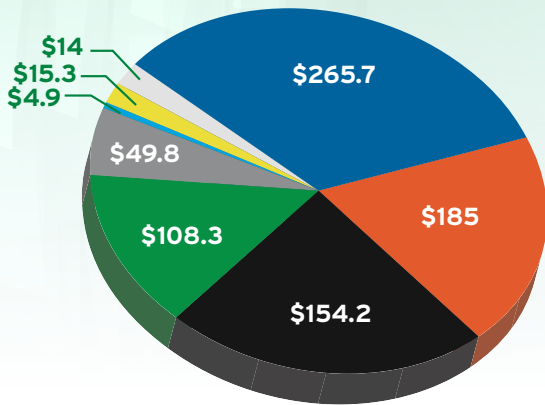


(\$ MILLIONS)

| | |
|--|----------------|
| ■ Federal Formula Funding | \$171.6 |
| ■ RTA Innovation, Coordination and Enhancement | 4.9 |
| ■ Metra 2018 Farebox Revenues | 20.3 |
| TOTAL | \$196.8 |

2018 FUNDING USES

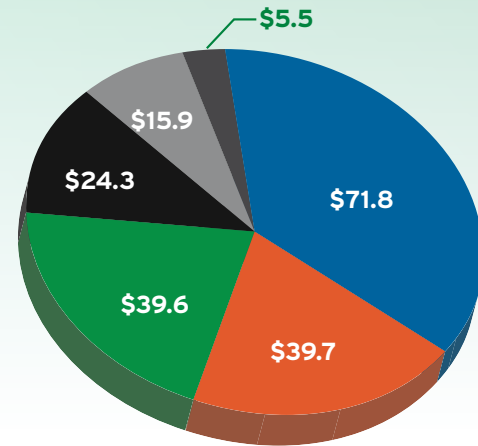
2018 OPERATING BUDGET



(\$ MILLIONS)

| | |
|------------------------------|----------------|
| ■ Transportation | \$265.7 |
| ■ Engineering | 154.2 |
| ■ Mechanical | 185 |
| ■ Administration | 108.3 |
| ■ Diesel fuel | 49.8 |
| ■ Metra Electric electricity | 4.9 |
| ■ Claims and insurance | 14 |
| ■ Downtown stations | 15.3 |
| TOTAL | \$797.2 |

2018 CAPITAL BUDGET



(\$ MILLIONS)

| | |
|---|----------------|
| ■ Rolling stock | \$71.8 |
| ■ PTC, communications technology, signals and systems | 39.7 |
| ■ Track, bridges and other infrastructure | 39.6 |
| ■ Rail yards, facilities and equipment | 24.3 |
| ■ Train stations and parking | 5.5 |
| ■ Other capital support activities | 15.9 |
| TOTAL | \$196.8 |

METRA'S BIGGEST CHALLENGE

Metra has an unsustainable economic model and faces the worst financial crisis in its history. In addition to a chronic lack of adequate funding for capital assets, Metra is now faced with decreased funding for operations.

Safe and reliable rail service depends on perpetual maintenance of capital assets. However, federal, state and local funding has not kept pace with our needs. The RTA now estimates Metra needs to spend \$1.2 billion a year for 10 years to achieve and maintain a state of good repair on our system. In 2018, Metra has about \$200 million available for capital investment.

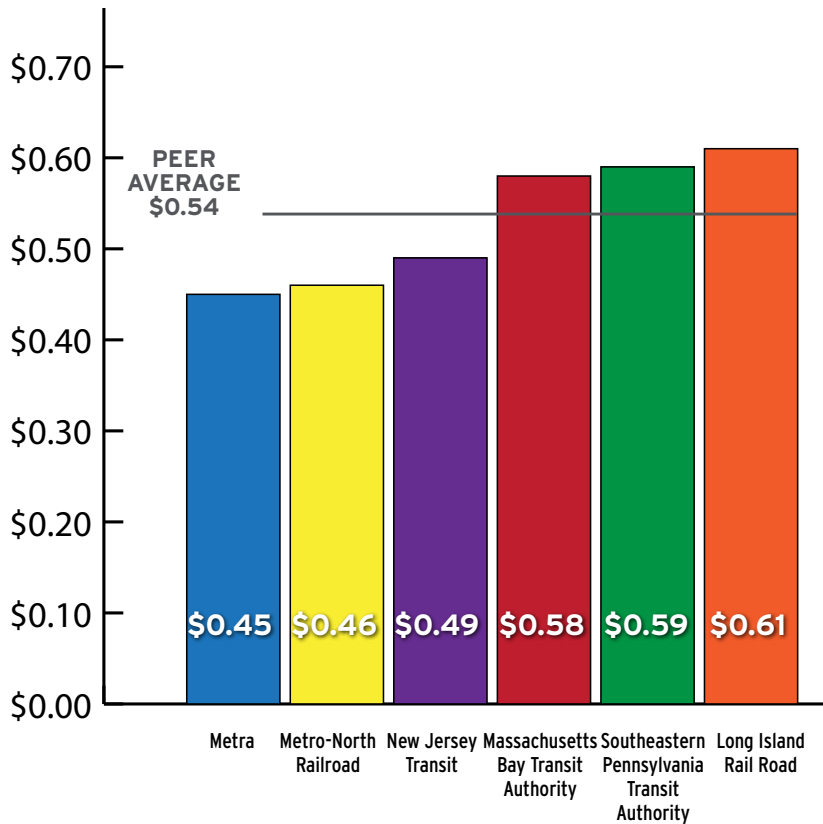
Meanwhile, public funding for operating costs, provided through a regional transportation sales tax and a partial state match, is also falling short. Sales tax collections have been impacted by economic fluctuations and the shift to internet shopping, while ADA costs have soared. State cuts have further reduced operating funding.

The current situation is unsustainable, and threatens the future viability of the important service Metra provides. Funding levels will need to change to ensure Metra can continue to provide the service its riders depend upon, or else that service will have to be cut.



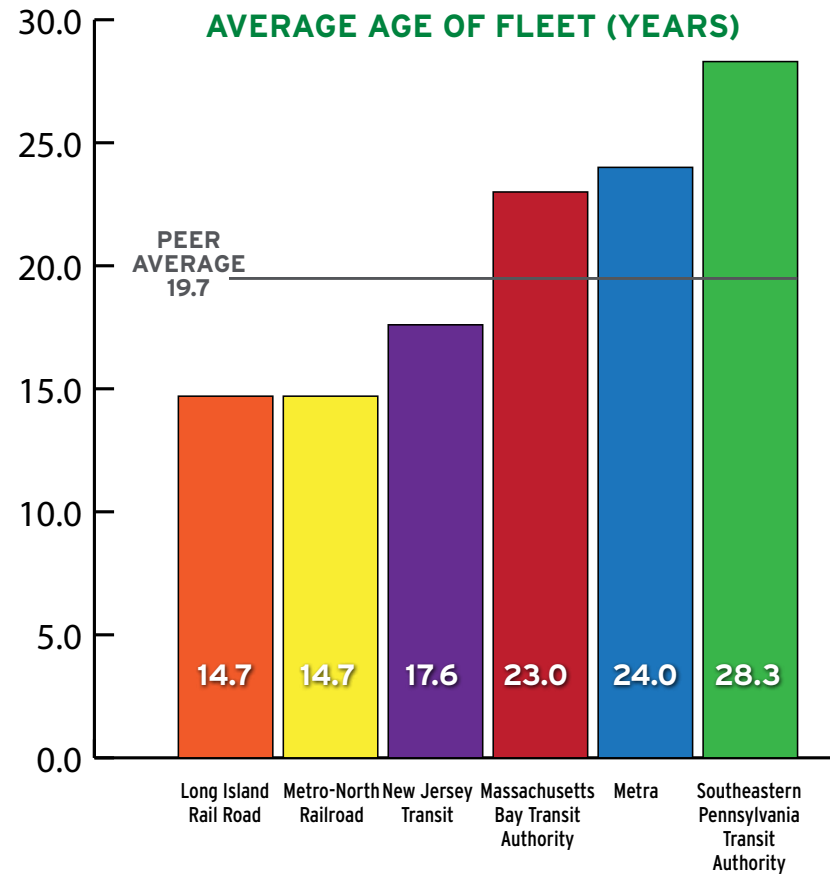
HOW WE COMPARE to OTHER RAILROADS

OPERATING COST PER PASSENGER MILE



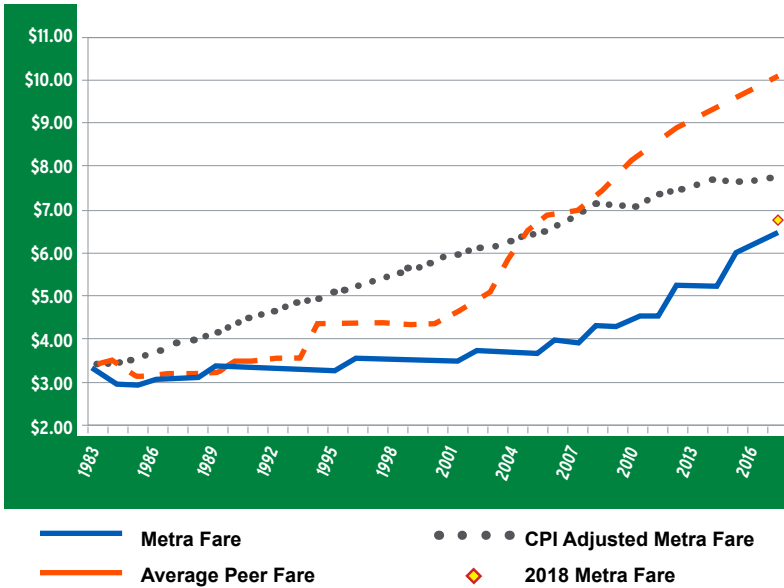
* 2016 National Transit Database

AVERAGE AGE OF FLEET (YEARS)



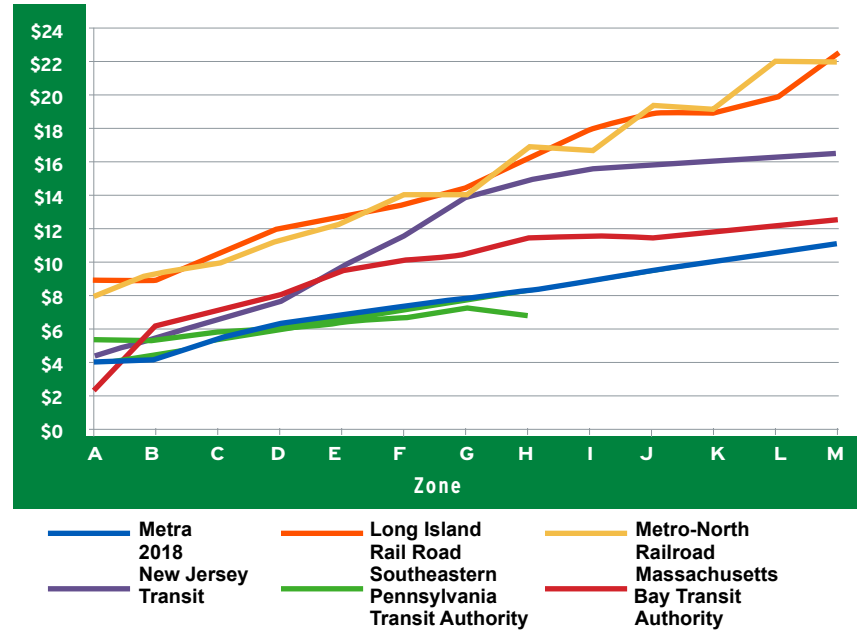
* 2016 National Transit Database

METRA ONE-WAY FARES* vs. CPI and PEERS



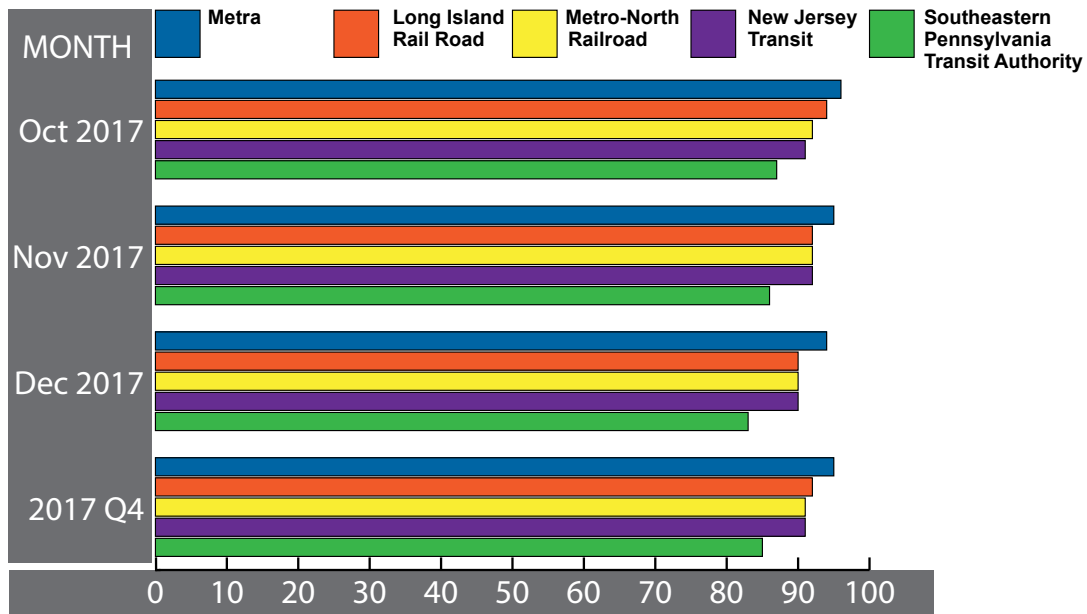
* Metra Zone E fare, CPI data U.S. Bureau of Labor Statistics

METRA vs. PEER AGENCY PEAK ONE-WAY FARES*



* All 2017 data except Metra, which is 2018 data

METRA ON-TIME PERFORMANCE vs. PEERS





547 W. Jackson Blvd.
Chicago, Illinois 60661
metrarail.com