

# Passenger Operations

## Service Characteristics

- 81.4M passenger trips in 2010
- 240 stations & 487.7 route miles
- 702 weekday trains, 296 Saturday trains & 163 Sunday trains
- Average System Speed: 31.4 mph peak & 29.8 mph off-peak/ weekend
- Of AM Peak Metra trips: 88% to Chicago CBD, 6% Inbound to other destinations, & 6% Outbound
- Metra carries approximately 50% of the trips to downtown in each of the major expressway corridors
- If would take 29 lanes of expressways to accommodate Metra riders
- Ethnic makeup of Metra riders is: 76% White, 5% Hispanic / Latino 13% African-American, 5% Asian

## Metra Employees

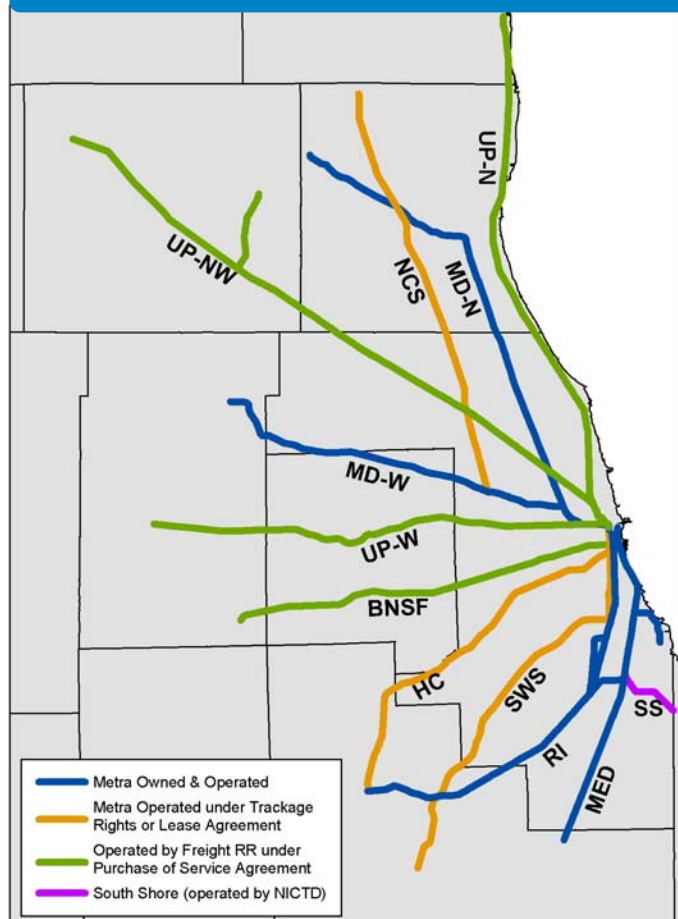
|                        | Contract     | Management | Total        |
|------------------------|--------------|------------|--------------|
| NIRCRC Operating*      | 2,058        | 482        | 2,540        |
| PSA Operating**        | 1,394        | 161        | 1,555        |
| Metra Operating        | 3,452        | 643        | 4,095        |
| NIRCRC Capital         | 334          | 0          | 334          |
| <b>Total Employees</b> | <b>3,786</b> | <b>643</b> | <b>4,429</b> |

All figures represent Full Time Equivalents (FTE's) as reported to NTD in 2009.

\* NIRCRC: NE IL Regional Commuter RR Corp. is service directly operated by Metra

\*\* PSA: Freight RR's who provide Metra service under a Purchase of Service Agreement

## Metra Operations



## Ownership of Track (by Route Mile) Where Metra Service Operates

| Carrier / Line                    | Outlying Terminal | Route Mile Owner |              |            |             |             |              | Total Route Miles* |
|-----------------------------------|-------------------|------------------|--------------|------------|-------------|-------------|--------------|--------------------|
|                                   |                   | BNSF             | UP           | Amtrak     | CN          | NS          | Metra        |                    |
| Metra Heritage Corridor           | Joliet            |                  |              | 1.6        | 35.6        |             |              | 37.2               |
| BNSF                              | Aurora            | 36.8             |              | 0.8        |             |             |              | 37.5               |
| UP (3 lines)                      |                   |                  | 162.3        |            |             |             |              | 162.3              |
| Metra Electric District           | Univ. Park        |                  |              |            |             |             | 40.6         | 40.6               |
| Milwaukee North Line              | Fox Lake          |                  |              | 0.5        |             |             | 49.0         | 49.5               |
| Milwaukee West Line               | Elgin             |                  |              |            |             |             | 34.4         | 34.4               |
| North Central Service             | Antioch           |                  |              | 0.5        | 40.2        |             | 12.1         | 40.2               |
| Southwest Service                 | Manhattan         |                  |              | 1.6        |             | 33.3        | 5.9          | 39.2               |
| Rock Island District              | Joliet            |                  |              |            |             |             | 46.8         | 46.8               |
| <b>Total Route Miles by Owner</b> |                   | <b>36.8</b>      | <b>162.3</b> | <b>2.9</b> | <b>75.8</b> | <b>33.3</b> | <b>188.8</b> | <b>487.7</b>       |
| Percent of Total Route Miles      |                   | 7.5%             | 33.3%        | 0.6%       | 15.5%       | 6.8%        | 36.2%        | 100.0%             |

\* Totals were adjusted to avoid double counting.

# Physical Infrastructure: Rolling Stock

## Road Locomotives

| Model    | #  | Builder | Year(s) Built | Year(s) of Last Rehab   | Rebuilder     | Rated HP | Length | Height   | Width    |
|----------|----|---------|---------------|-------------------------|---------------|----------|--------|----------|----------|
| F40PH-3  | 28 | EMD     | 1977 & 1978   | July, 2008 to Present   | Progress Rail | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40PH-3  | 22 | EMD     | 1979 & 1980   | Mar, 2011 to Present    | Progress Rail | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40PH-2  | 24 | EMD     | 1983          | Sept 2004 to Nov 2006   | In-house      | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40PH-2  | 11 | EMD     | 1989          | Oct, 1998 to Sept. 1999 | In-house      | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40PHM-2 | 30 | EMD     | 1990 & 1991   | Feb, 2002 to Aug, 2004  | In-house      | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40PH-3  | 2  | EMD     | 1977 & 1981   | Sep & Dec 2010          | Progress Rail | 3,200    | 56'-2" | 15'-7"   | 10'-8.6" |
| F40C     | 2  | EMD     | 1974          | Mar & Jun 1994          | In-house      | 3,200    | 72'-4" | 15'-6"   | 10'-8.6" |
| MP-36    | 27 | MPI     | 2003 & 2004   |                         |               | 3,600    | 70'-0" | 16'-4.5" | 10'-7.5" |

**Total 146**

## Trailer Cars

| #   | Builder       | Year(s) Built | Year(s) of Last Rehab   | Rebuilder | Rated HP | Length | Height   | Width    | Seats |
|-----|---------------|---------------|-------------------------|-----------|----------|--------|----------|----------|-------|
| 4   | Budd Co       | 1953          | May, 2007 to Sept. 2007 | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 146   |
| 5   | Budd Co       | 1955          | Dec 2002 to May 2007    | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 148   |
| 9   | Budd Co       | 1957          | Jan. 2003 to Sept 2004  | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 146   |
| 28  | Budd Co       | 1965          | Oct 2003 to Jan 2007    | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 146   |
| 17  | Budd Co       | 1973          | May 2008 to Dec 2009    | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 139   |
| 5   | Budd Co       | 1973          | Oct 2007 to Mar 2008    | In-house  | N/A      | 85'-0" | 15'-8.3" | 10'-4.3" | 146   |
| 22  | Budd Co       | 1978          | Dec 1992 to Feb 1994    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 145   |
| 31  | Budd Co       | 1961          | Aug 2002 to Sept 2006   | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 162   |
| 10  | Budd Co       | 1964          | Apl 2005 to Mar 2007    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 162   |
| 16  | Budd Co       | 1965          | Apl 2001 to Jul 2002    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 162   |
| 26  | Budd Co       | 1974          | Sept 1990 to July 1992  | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 157   |
| 57  | Budd Co       | 1978          | May 1994 to June 2001   | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 157   |
| 38  | Budd Co       | 1979 & 1980   | Aug 1994 to Dec 2001    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 157   |
| 8   | Budd Co       | 1961          | Sept 2007 to July 2008  | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 156   |
| 12  | Budd Co       | 1964          | Aug 2007 to Mar 2009    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 156   |
| 4   | Budd Co       | 1965          | May 2007 to Sept 2009   | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 156   |
| 14  | Budd Co       | 1974          | Nov 1991 to Jan 1993    | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 149   |
| 21  | Budd Co       | 1978          | July 1994 to July 1999  | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 147   |
| 15  | Budd Co       | 1979 & 1980   | Dec 1994 Jan 2002       | In-house  | N/A      | 85'-0" | 15'-11"  | 10'-6.5" | 147   |
| 97  | Amerail       | 1996 to 1998  | Nov 2010 to Current     |           | N/A      | 85'-0" | 16'-2"   | 10'-4.8" | 146   |
| 194 | Nippon Sharyo | 2002 to 2008  |                         |           | N/A      | 85'-0" | 16'-2"   | 10'-4.8" | 145   |
| 5   | Pullman       | 1966 to 1986  | Jan 1995 to Aug 1996    | In-house  | N/A      | 85'-0" | 15'-10"  | 10'-6.5" | 161   |
| 11  | Pullman       | 1960 to 1965  | Sept 2010 to Current    | In-house  | N/A      | 85'-0" | 15'-10"  | 10'-6.5" | 161   |
| 3   | Pullman       | 1960          | Sept 2010 to Current    | In-house  | N/A      | 85'-0" | 15'-10"  | 10'-6.5" | 151   |

**652 Total**

## Cab Cars

| #   | Builder       | Year(s) Built | Year(s) of Last Rehab | Rebuilder | Rated HP | Length | Height | Width    | Seats |
|-----|---------------|---------------|-----------------------|-----------|----------|--------|--------|----------|-------|
| 79  | Amerail       | 1994 to 1997  | Aug 2010 to Present   | In-house  | N/A      | 85'-0" | 16'-7" | 10'-4.8" | 137   |
| 108 | Nippon Sharyo | 2002 to 2005  |                       |           | N/A      | 85'-0" | 16'-2" | 10'-4.8" | 136   |

**187 Total**

## Electric Multiple Units (EMUs)

| #   | Builder       | Year(s) Built | Year(s) of Last Rehab | Rebuilder  | Rated Hp | Length | Height  | Width     | Seats |
|-----|---------------|---------------|-----------------------|------------|----------|--------|---------|-----------|-------|
| 106 | St. Louis Car | 1971 & 1972   | Jun 1990 to Feb 1997  | MK/Amerail | N/A      | 85'-0" | 15'-10" | 10'-6"    | 142   |
| 34  | Bombardier    | 1978 & 1979   | Apl 1993 to Dec 1996  | MK/Amerail | N/A      | 85'-0" | 15'-10" | 10'-6"    | 142   |
| 8   | Nippon Sharyo | 1983          | July 2002 to Aug 2006 | NICTD      | N/A      | 85'-0" | 15'-11" | 10'-11.8" | 94    |
| 26  | Nippon Sharyo | 2005 & 2006   |                       |            |          | 85'-0" | 16'-2"  | 10'-4.8"  | 128   |

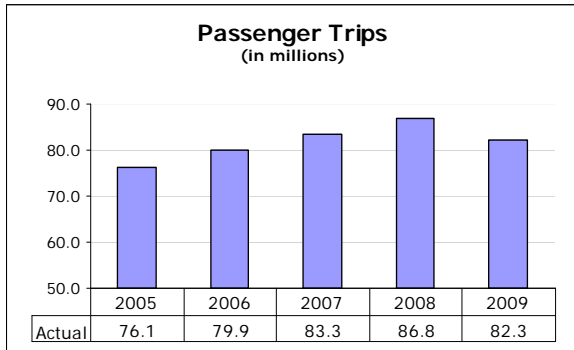
**174 Total**

# Physical Infrastructure: Bridges & Grade Crossings

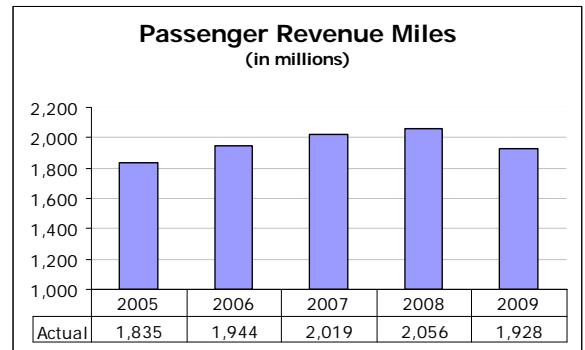
## Grade Crossings

| <b>Rail Line</b> | <b>Public</b> | <b>Private</b> | <b>Total</b> |
|------------------|---------------|----------------|--------------|
| MED              | 65            | 1              | 66           |
| RID              | 60            | 2              | 62           |
| SWS              | 39            | 0              | 39           |
| HC               | 19            | 11             | 30           |
| BNSF             | 40            | 1              | 41           |
| UP-W             | 44            | 2              | 46           |
| MD-W             | 48            | 1              | 49           |
| UP-NW            | 82            | 4              | 86           |
| MD-N             | 54            | 6              | 60           |
| NCS              | 58            | 6              | 64           |
| UP-N             | 33            | 2              | 35           |
| <b>Total</b>     | <b>542</b>    | <b>36</b>      | <b>578</b>   |

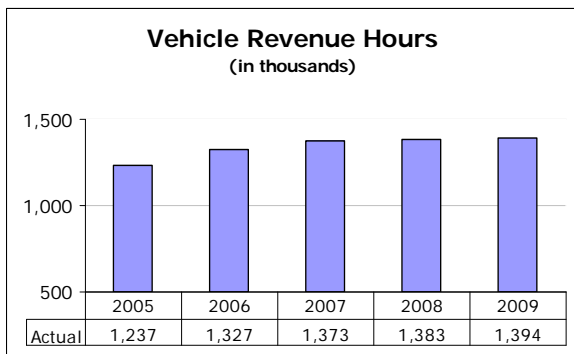
# Performance Measures: Historical (1 of 2)



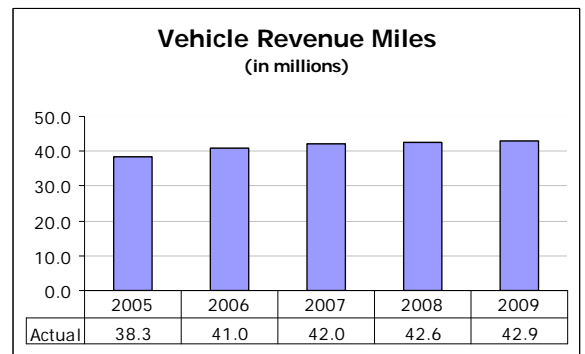
Passenger Trips: The number of passengers who board Metra trains operating in revenue service. Includes passenger trips based on tickets sales and free trips.



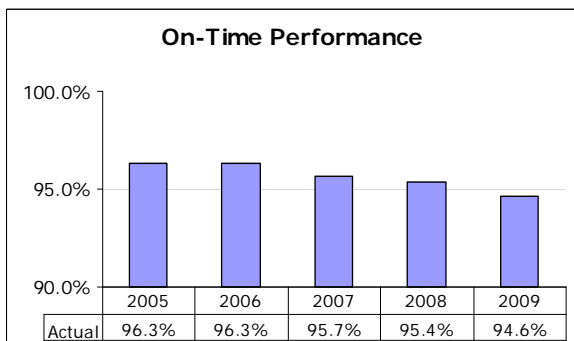
Passenger miles: The cumulative sum of the distances ridden by each ticketed passenger. Free trips are not included.



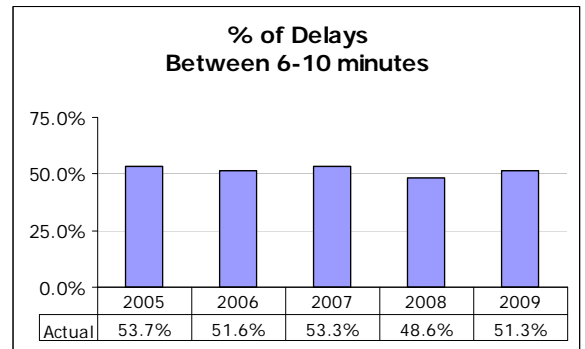
Vehicle Revenue Hours: The hours that vehicles travel while in revenue service.



Vehicle Revenue Miles: The miles that vehicles travel while in revenue service.

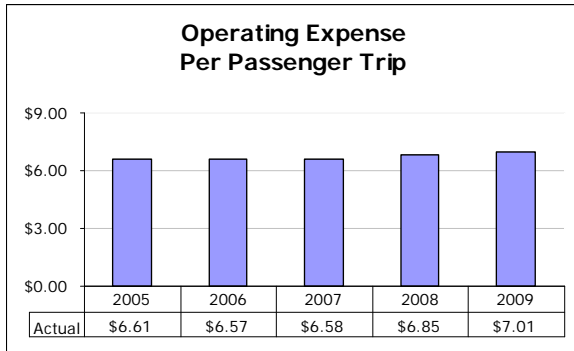


On-Time Performance: The percentage of trains departing/arriving at their last station stop within five minutes of the schedule.

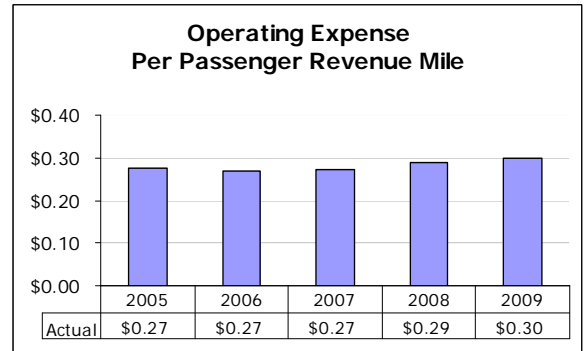


% of Delays between six to ten minutes late: For trains that are regarded as late (five minutes behind schedule) the percent of train delays that are less than 10 minutes long. Delays longer than 10 minutes are not included.

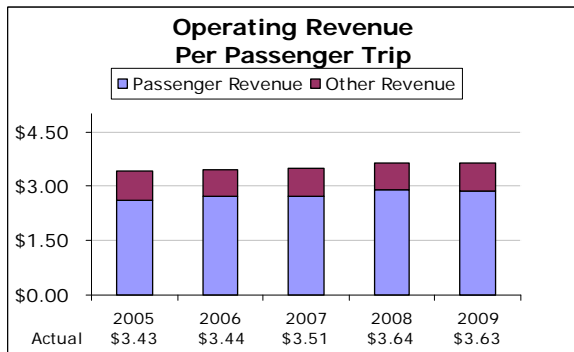
# Performance Measures: Historical (2 of 2)



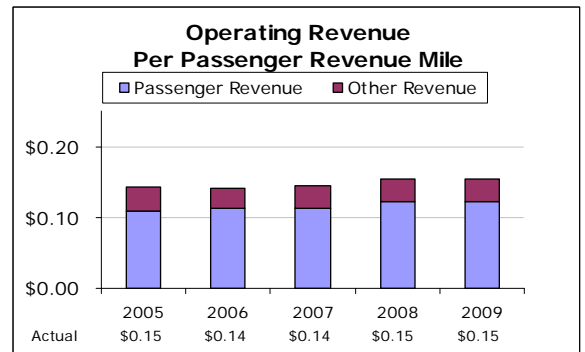
Operating Expenses per Passenger: Total operating expenses associated with the operation of Metra divided by the total number of passengers. Passenger trips are based on tickets sales and free trips.



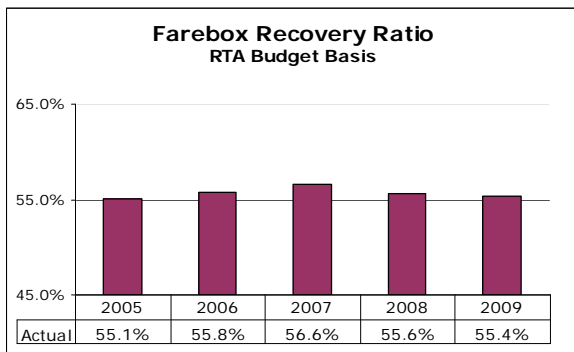
Operating Expense per Passenger Mile: Total operating expenses associated with the operation of Metra divided by the total number of passenger revenue miles.



Operating Revenue per Passenger: Total passenger and other operating revenues associated with the operation of Metra divided by the total number of passengers. Passenger trips are based on tickets sales and free trips.



Operating Revenue per Passenger Mile: Total passenger and other operating revenues associated with the operation of Metra divided by the total number of passenger miles.



Farebox Recovery Ratio: The portion of total operating expenses associated with the operation of Metra, less certain statutory exclusions, covered by total passenger fares and other operating revenues.

# Performance Measures: Peer Comparison

Office of Auditor General (OAG) 2007 Report Methodology – Updated Data

| <b>Efficiency</b>                                 | <b>Relative to Peers</b> |
|---|--------------------------|
| Operating cost per vehicle hour                   | Better than Peers        |
| Fringe cost as a percent of salaries              | Better than Peers        |
| Operator wages per vehicle hour                   | Equal to Peers *         |
| Vehicle maintenance expenses per vehicle mile     | Better than Peers        |
| General and administrative hours per vehicle hour | Better than Peers        |

| <b>Effectiveness</b>                     | <b>Relative to Peers</b> |
|--|--------------------------|
| Passengers per vehicle hour              | Better than Peers        |
| Operating cost per passenger             | Better than Peers        |
| Operating cost per passenger mile        | Better than Peers        |
| Farebox recovery shortfall per passenger | Equal to Peers *         |
| Farebox recovery                         | Worse than Peers         |

\* "Equal rating denotes a value that is within +/- 5% of peer average.

Source: 2009 National Transit Database

## Peers include:



# 2011 Operating Budget

The Metra Operating Budget includes funds for all Operations, Maintenance and Repair, and General Support Services for the commuter railroads serving the six county region of Northeastern Illinois.

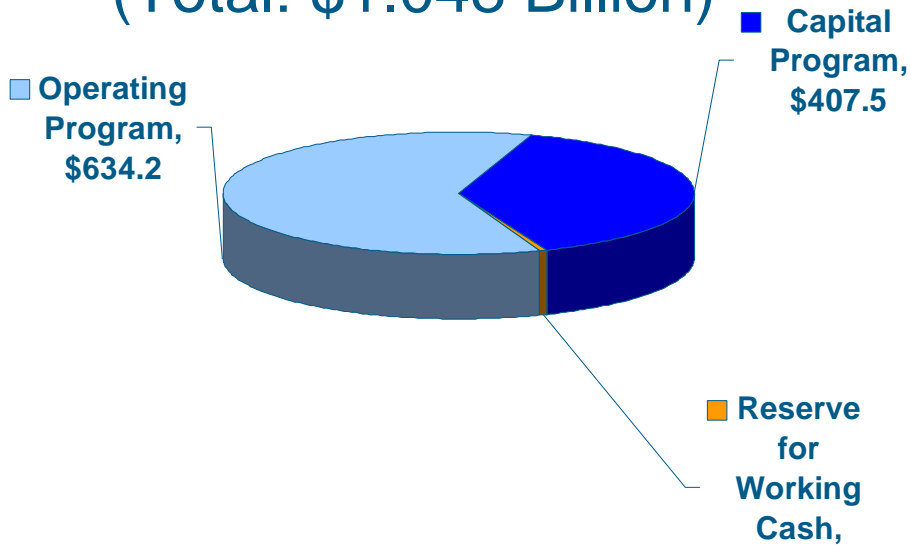
| \$ in Millions         | 2011           | NIRCRC           | PSA              |
|------------------------|----------------|------------------|------------------|
|                        | Budget         | Carrier          | Carrier          |
|                        | <u>Total</u>   | <u>Total (1)</u> | <u>Total (2)</u> |
| Total Revenue          | \$297.3        | \$164.4          | \$132.9          |
| Expense                |                |                  |                  |
| Labor                  | 271.3          | 150.8            | 120.5            |
| Employee Benefits      | 144.0          | 92.3             | 51.7             |
| Materials              | 101.1          | 49.5             | 51.6             |
| Other Costs            | 59.1           | 34.9             | 24.2             |
| Diesel Fuel            | <u>58.7</u>    | <u>23.2</u>      | <u>35.5</u>      |
| Total Expense          | <u>\$634.2</u> | <u>\$350.7</u>   | <u>\$283.5</u>   |
| Operating Deficit      | \$336.9        | \$186.3          | \$150.6          |
| Sales Tax - Operating  | \$318.1        |                  |                  |
| 5307 Funds – Operating | \$ 60.0        |                  |                  |

(1) NIRCRC Carriers include Rock Island, Milwaukee North & West, Metra Electric, Heritage Corridor, SouthWest Service, and North Central Service.

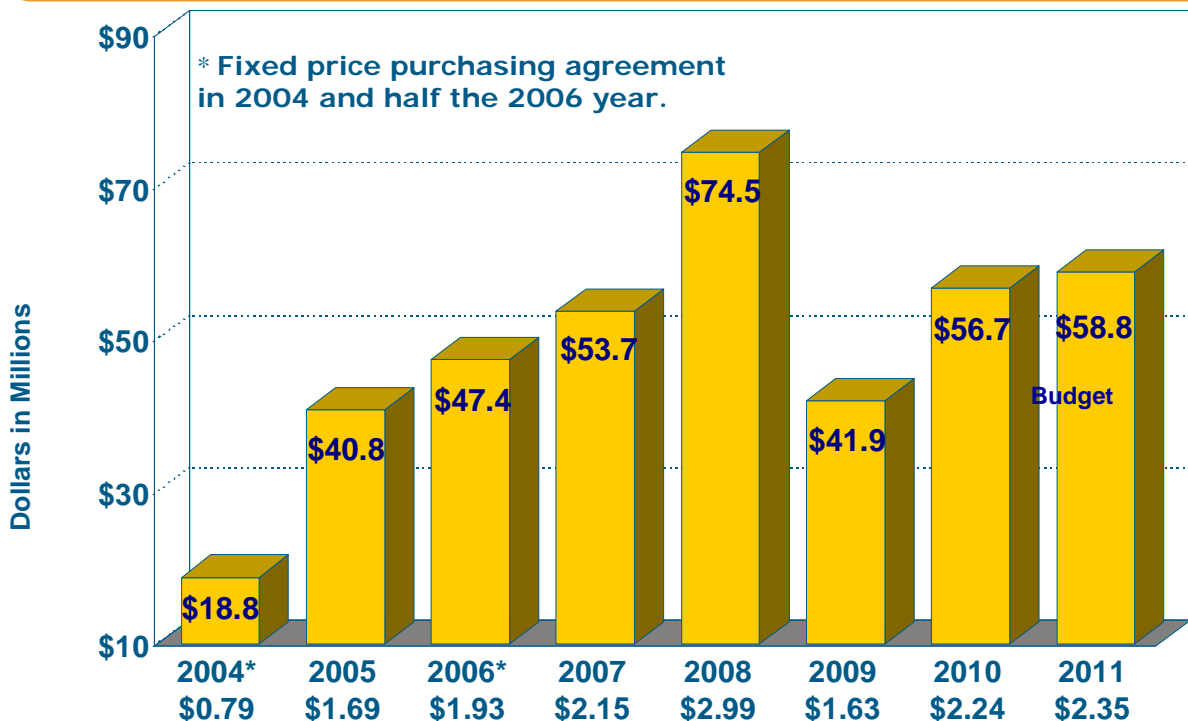
(2) PSA Carriers include Union Pacific, Burlington Northern Santa Fe, and Chicago SouthShore and South Bend Railroads.

# Metra 2011 Uses of Funds

(Total: \$1.048 Billion)



## Annual Diesel Fuel Expenses 2004 - 2006 Actual & 2011 Budget



# Capital Program

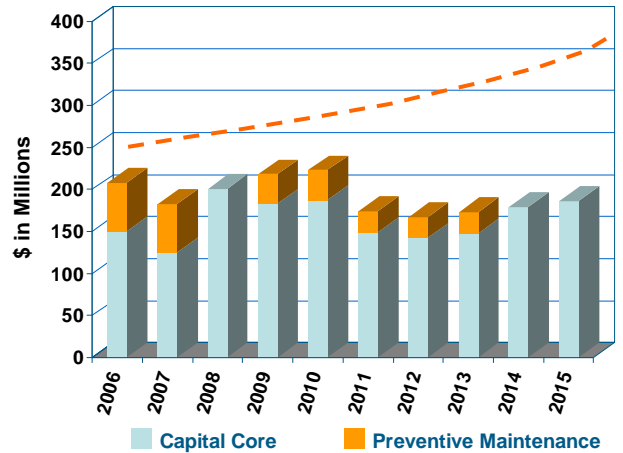
## Funding Sources

- §5307 Urbanized Area formula funds
- §5309a New Starts Discretionary funds
- §5309b Rail and Fixed Guideway Modernization formula funds
- DCEO Discretionary funding
- CMAQ (Congestion Mitigation and Air Quality) discretionary funds
- Homeland Security funds
- Metra funds
- State of Illinois Bonds

## State of Good Repair (SOGR)

State of Good Repair is defined as providing sufficient capital investment whereby operations can be sustained on a daily basis. This state of investment ensures on-time performance without interruption due to non-budgeted capital expenditures. It addresses all life-cycle investments from preventive maintenance to rehabilitation to regularly scheduled replacement of capital assets, in order to avert operational deficiencies and always maintain compliance with Federal Railroad Administration regulations.

### Capital Budget 2006 – 2015 \*



\* 2012 – 2015 are projected estimates.

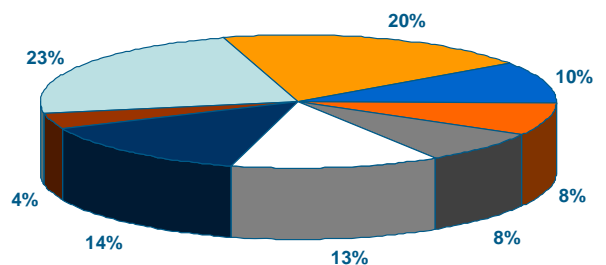
--- Funding needed to achieve a State of Good Repair

### Capital Budget 2006 – 2015

\$ In Millions

|                        | Capital Budget 2006 – 2015* |
|------------------------|-----------------------------|
| Core Program           | 1,651                       |
| Preventive Maintenance | 261                         |
| State Bond             | 1,100                       |
| <b>Total</b>           | <b>3,012</b>                |

### Asset Category Percentages 2006 – 2015 \*



- Rolling Stock
- Signal, Elec, Comm
- Stations & Parking
- Preventive Maintenance
- Track & Structure
- Facilities & Equipment
- Support Activities
- Extensions & Expansions

\* Not Inclusive of State Bond funding.

# State Bond Program

## Metra Proposed State of Illinois Capital Bond Program\* (in \$000's)

| Capital Assets                   | 2010             | 2011             | 2012             | 2013             | 2014             | 2010 – 2014 Total  |
|----------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Highliner Replacement, MED (160) | \$118,800        | \$171,900        | \$146,800        | \$65,100         | \$82,500         | <b>\$585,100</b>   |
| Renew Bridges                    | 0                | 18,525           | 19,125           | 70,000           | 53,850           | <b>161,500</b>     |
| Positive Train Control           | 0                | 10,000           | 20,000           | 35,000           | 35,000           | <b>100,000</b>     |
| CREATE Program                   | 0                | 2,000            | 5,000            | 5,000            | 5,000            | <b>17,000</b>      |
| Yard Improvements                | 0                | 10,000           | 10,000           | 21,775           | 59,575           | <b>101,350</b>     |
| Stations and Parking             | 38,200           | 23,500           | 35,000           | 39,050           | 0                | <b>135,750</b>     |
| <b>Total Bond Program</b>        | <b>\$157,000</b> | <b>\$235,925</b> | <b>\$235,925</b> | <b>\$235,925</b> | <b>\$235,925</b> | <b>\$1,100,700</b> |

## State of Illinois Bond Funding

- State of Illinois Bond program comprises nearly 1/3 of our capital funds from 2006-2015
- Metra's use of Bond Funding is subject to the release of funds and prioritization of projects by the State of Illinois in order to meet cash flow requirements
- Illinois Supreme Court has granted the state's request for a temporary stay against enforcement of a lower court decision invalidating the state's capital budget and the funding streams that support capital borrowing
- Additional State bonding was planned for fiscal year 2012 dependent upon availability of revenues that flow to the capital projects fund
- Uncertainty of these vital funds raises concerns regarding Metra's proposed capital programs

## Metra Stations: State Bond Program (in \$000's)

| Station                    | Rail Line | Total            |
|----------------------------|-----------|------------------|
| <b>2010</b>                |           |                  |
| Naperville                 | BNSF      | \$1,700          |
| Cicero (station & parking) | BNSF      | 6,500            |
| Fox River Grove            | UP-NW     | 2,000            |
| Elmhurst Deck              | UP-W      | 2,500            |
| Geneva Deck                | UP-W      | 3,500            |
| Flossmoor                  | MED       | 5,000            |
| Hazel Crest *              | MED       | 5,500            |
| Healy *                    | MWD-N     | 4,500            |
| New Auburn Park Station    | RID       | 11,500           |
| <b>2011 - 2014</b>         |           |                  |
| New Romeoville Station     | HC        | 2,000            |
| Burr Oak                   | MED       | 4,500            |
| 59th Street                | MED       | 8,000            |
| New Peterson/Ridge Station | UP-N      | 5,000            |
| River Forest               | UP-W      | 5,500            |
| Downers Grove Main Street  | BNSF      | 4,000            |
| 63rd Street                | MED       | 8,000            |
| Calumet                    | MED       | 5,500            |
| Ashland Avenue             | MED       | 4,000            |
| Racine Avenue              | MED       | 4,000            |
| Mayfair                    | MWD-N     | 3,000            |
| Grayland                   | MWD-N     | 3,000            |
| 91st Street                | RID       | 9,000            |
| 115th Street               | RID       | 9,000            |
| Hickory Creek              | RID       | 4,000            |
| Blue Island-Vermont        | RID       | 3,150            |
| Hubbard Woods              | UP-N      | 6,900            |
| Cumberland                 | UP-NW     | 4,500            |
| <b>Total</b>               |           | <b>\$135,750</b> |

\* 2010 Program include partial funding for Healy and Hazel Crest