



Metra
metrarail.com

2021

**PROPOSED
OPERATING
& CAPITAL
PROGRAM
& BUDGET**

METRA BOARD OF DIRECTORS

Norman Carlson
Chairman
Lake County

Romayne C. Brown
Vice Chairman
Cook County

John Plante
Treasurer
Suburban Cook County

Rodney S. Craig
Secretary
Suburban Cook County

Don A. De Graff
Director
Suburban Cook County

Ken Koehler
Director
McHenry County

Steven K. Messerli
Director
Kane County

Donald Orseno
Director
Will County

Stephen Palmer
Director
Suburban Cook County

John P. Zediker
Director
DuPage County

Vacant Position
Cook County

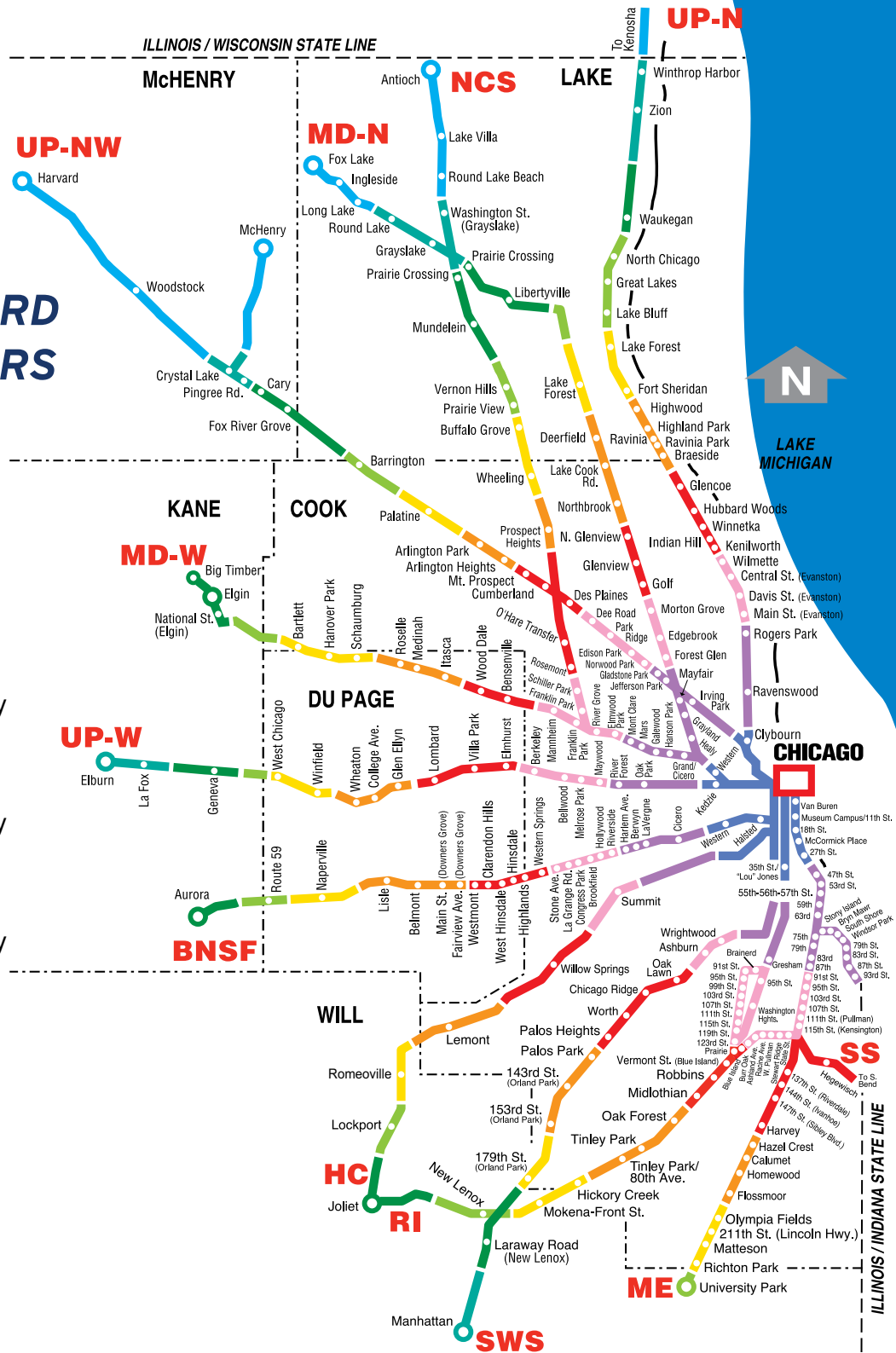


TABLE OF CONTENTS

- II. Metra Board of Directors and System Map
- III. Table of Contents
- 1. Letter from CEO/Executive Director
- 3. System Overview
- 5. Funding Overview
- 7. Ridership Forecasts
- 11. Fares
- 13. Fare Tables
- 15. Service Plan
- 17. Capital Program
- 19. Capital Program Exhibits
- 31. Budget Overview
- 34. Budget Exhibits
- 37. Board Ordinance
- 39. Public Notice
- 41. Virtual Public Hearings
- 42. Notice of Title VI Protection
- 42. Citizens Advisory Board



A Message from the Chief Executive Officer on Behalf of the Metra Board of Directors and Staff

Keeping Our Community Connected In The Midst Of A Crisis

While the global pandemic has changed many things, one thing has remained unchanged: Metra's commitment to the commuters and communities we serve. From the beginning of the crisis to today, **Metra never stopped running**. We couldn't. The essential role we play in the lives of our citizens and the economy of our region is simply too important.

For over three decades, with 11 lines and 242 stations, Metra has moved millions of riders across our system annually, providing a safe and reliable way to go from home to work and home again. Businesses large and small benefit from the dependable service we provide to their workers and consumers. And, wherever you find a Metra station in communities across our region, you will find economic growth and opportunity.

In 2020, we faced the greatest challenge our agency has ever met. And, we responded.

Responding to a Crisis

Adapting to the pandemic meant that Metra would have to adopt new ways of safeguarding our riders. First and foremost, we have carefully followed the guidance of the CDC and health officials. We have shared information and insights with other transit agencies. We have conducted research studies. And we have put all that we have learned into practice.

- We have instituted new and stringent cleaning and safety procedures across our system
- We deep clean, disinfect and sanitize trains and stations daily
- We have instituted policies promoting physical distancing
- We have made mask or face coverings mandatory
- Onboard, we have installed touchless hand sanitizer dispensers on all cars
- Online, we have created a ridership dashboard

showing the number of people on each train so riders can make informed decisions about which trains to use

- We developed programs to encourage the use of the Ventra app for touchless ticketing
- We have adjusted schedules to meet current transportation needs and are ready to respond as more riders return

The Challenges Ahead

The sales tax and fare box revenues that fund Metra and the region's other transit agencies have plummeted during the pandemic. Metra received \$479.2 million from the federal government through the Coronavirus Aid, Relief and Economic Stimulus (CARES) Act. Through careful management of expenses, including service adjustments, we believe that we can provide stable funding for our system through early to mid-2021. However, after that point, available funding could run out.

Despite projecting cost savings related to lower service levels, Metra's 2021 Budget proposes an additional \$70 million in yet-to-be identified cost savings to balance the budget and satisfy our 52.5 percent recovery ratio requirement. Over the 2021-2023 plan period, operating expenses are \$570 million lower than pre-pandemic levels; constrained by expected lower levels of fare revenues and sales tax receipts. If Metra does not receive additional federal assistance, drastic actions impacting service will be required in 2021 and beyond.

If Illinois is to recover economically, if job growth is to be restored, and if essential services are to be maintained, this must not be allowed to happen.

Committed to Not Raising Fares

In response to possible financial shortfalls, Metra has begun examining our core business functions. Our goal is to identify and pursue all possible efficiencies, including reductions in employee headcounts through

attrition and a possible early retirement and voluntary buyout program.

However, our budget crisis cannot be resolved simply through changes in headcount. And it will not be solved through fare increases: **We will not raise fares in 2021.**

What we are trying to avoid is being forced to significantly reduce the level of service we provide. Cutting service is not a decision we take lightly, but it may be the only path open to us without additional assistance in sustaining our essential operations.

You Have A Role To Play

We are asking you, our riders and citizens, whose fares and tax dollars support our essential services, to consider what Metra means to you and to support calls for more assistance to maintain and enhance public transit operations.

It is important that we all remember that reliable, affordable and frequent public transportation is essential to our region's economic health and recovery. You don't need to ride Metra to benefit from the service we provide. By taking cars off the road, Metra helps to reduce greenhouse gas emissions, improving air quality for everyone. By reducing traffic congestion, we reduce the burden on local roads. And, as previously stated, Metra creates economic activity around each of our 242 stations.

The Way Forward

Metra has already put into place stringent safety protocols to protect our passengers and employees. As the region moves toward recovery, our goal is not simply restoring pre-pandemic service as riders return in large numbers. We are reexamining and reevaluating the service we provide to deliver an even better value and greater convenience to our riders.

In 2021, Metra will be focusing on moving forward with capital projects. The state of Illinois' capital program passed by Governor J.B. Pritzker and the Legislature in 2019 provides funds that will allow us to rehabilitate our existing passenger fleet as well as purchase newer equipment. We will also use Rebuild Illinois funds to replace aging bridges, signal systems and key equipment, as we increase the number of stations that we rehabilitate each year.

Commute With Confidence on My Metra

As part of our effort to bring people back to our service, we have launched the *My Metra* campaign. Initially, this campaign is designed to educate riders on the measures we have implemented to keep them safe. If our region is to recover economically, people need to know that they can Commute with Confidence aboard our trains.

But, in the long term, the goal of *My Metra* is to remind people that Metra truly belongs to them – we want them to think of Metra the way they think of my car or my home. When you consider that Metra belongs to the people of our region, that its service is indispensable in the ongoing well-being of our communities, and that it will play a crucial role in the reopening of our economy, it truly is *My Metra* for all of us.

We encourage our riders and the region's taxpayers to read this 2021 operating budget and capital program so they can understand the scope and ambition of our plans and the challenges we will confront together in the year ahead. We need your input as we move forward. You can provide feedback by either sending us an email to 2021budgetcomments@metrarr.com or participating in public hearings.

At the beginning, during the darkest days, and up to now, Metra has kept running during the pandemic and difficult times of 2020. We were there for first responders, healthcare workers and others who could not shelter in place. And we are there for you.

While the future may seem uncertain, there is one thing you can be sure of: we'll keep running. And, as the pandemic fades, we will emerge stronger and smarter to better serve the transportation needs of our region. We encourage you to share your ideas and we welcome your involvement in our mission, the mission of *My Metra*.

James M. Derwinski - CEO/Executive Director

SYSTEM OVERVIEW

Metra is the largest commuter railroad in the nation based on miles of track and one of the largest based on ridership. Metra's primary mission is to provide safe, reliable and efficient commuter rail service that enhances the economic and environmental health of the northeast Illinois region it serves. Prior to COVID-19 pandemic stay-at-home orders, Metra provided about 281,000 each weekday. As of Sept. 1, 2020, Metra was providing an average of 25,000 rides each weekday, or nearly 10 percent of pre-pandemic levels.

The Metra service area encompasses a six-county region of more than 3,700 square miles. Pre-pandemic, Metra operated 692 weekday trains on 11 rail lines that serve 242 stations. As of Aug. 3, 2020, Metra operated 382 weekday trains. Metra plans to increase the number of trains it operates as ridership levels increase.

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 track 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 lines).

**Metra reduced service during the COVID-19 stay-at-home orders and plans to increase service as ridership increases. As of Aug. 3, 2020, Metra is operating 382 weekday trains and 181 Saturday trains.*

METRA BY THE NUMBERS

- **74.0 million passenger trips in 2019**
- **692 weekday trains***
- **273 Saturday trains***
- **181 Sunday trains**
- **242 stations**
- **1,155 miles of track**
- **488 route miles**
- **173 locomotives**
- **861 diesel passenger railcars**
- **186 electric propelled passenger railcars**
- **847 bridges**
- **565 grade crossings**
- **24 rail yards**
- **90,000 parking spaces**
- **12 electrical substations**
- **3 electrical tie stations**
- **12 fuel facilities**



2021 FUNDING OVERVIEW

To fund its operations and capital activities, Metra relies on a combination of system-generated revenues and public funding. Funding for operating expenses is provided, balanced nearly evenly, between system-generated revenues – primarily fares – and a regional sales tax collected in the six-county region of northeast Illinois that Metra serves. Capital funding is provided through a variety of federal programs and state and local funding sources, local funding sources and a small amount of fare revenue.

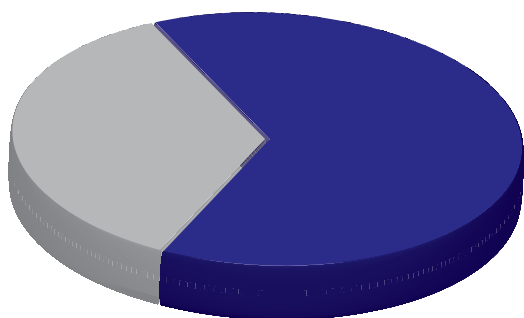
The system-generated revenues and regional sales taxes used to fund operation expenses dropped significantly in 2020 due to COVID-19. To help offset these reductions, Metra received \$479.2 million under the 2020 CARES Act. Metra is projecting it will use \$222 million of these CARES Act funds in 2020 to close its operating deficit. For 2021, Metra has budgeted \$206 million of the remaining \$257 million of CARES Act funding to continue to offset expected lower fare revenue and sales taxes and achieve a balanced budget. Metra is proposing to carry forward \$51 million in CARES Act funding for use in 2022.

On the capital side, the Legislature’s and Gov. J.B. Pritzker’s passage of the Rebuild Illinois program in 2019 means that Metra will have better and more consistent sources of capital funding to maintain and improve its infrastructure in the coming years. Since 1985, Metra has invested more than \$6 billion to rebuild, maintain and expand the region’s passenger rail network. With Rebuild Illinois funding, federal and local sources, Metra plans to invest another \$2 billion in its infrastructure over the next five years.

For 2021, Metra is proposing a total budget for operations and capital of \$1.086 billion, down from \$1.308 billion in 2020. As shown in **Exhibit 1** below, this total includes \$700 million for operations and \$386.4 million for capital. **Exhibit 2** shows all sources of funds and their relative percentages of Metra funding.

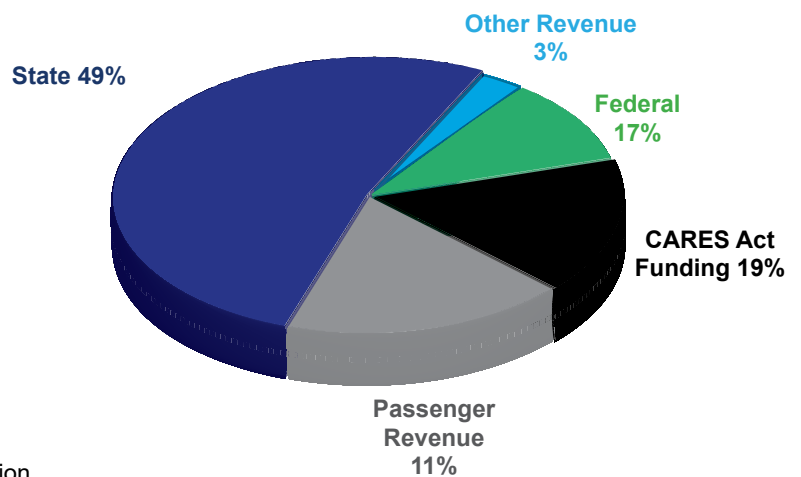
Metra provided nearly 281,000 passenger trips each weekday before the pandemic hit. However, the traditional five-day-a-week work commute, which accounted for the highest share of Metra ridership, may be forever changed by the pandemic with many of region’s workers expected to work from home more frequently. Despite this trend, Metra believes that it will continue to be a vital transportation link for thousands of workers and other passengers across the Chicago region. However, without new sources of funding assistance in 2021 through 2023, Metra will be forced to make difficult and painful decisions that could have longer term impacts on public transportation service in the Chicago region.

Exhibit 1
2021 FUNDING DISTRIBUTION
TOTAL \$1.086 BILLION



■ Operations: \$700 million ■ Capital: \$386.4 million

Exhibit 2
2021 SOURCES OF FUNDS



OPERATIONS FUNDING

Under the RTA Act, the RTA and the service boards (Metra, CTA and Pace) are required to have a balanced budget and to recover a combined 50 percent of operating expenses through fares and other system-generated revenues. The RTA sets individual recovery ratios for each of the operating agencies to achieve this requirement as part of the budgeting process. The RTA's preliminary revenue recovery ratio mark for Metra is 52.5 percent in 2021. Through cost reduction actions and the use of remaining CARES Act funding, Metra's 2021 budget meets both requirements. Metra's Board has agreed to not raise passenger fares for the 2021 budget.

For 2021, Metra is budgeting that it will receive \$700 million in funding for operations from a combination of fares, sales tax receipts and CARES Act funding. The 2021 budget assumes that ridership recovers from 20 percent of pre-COVID levels at the beginning of the year to 50 percent of pre-COVID levels by the end of the year. 2021 sales taxes are expected to be approximately 22 percent lower than the 2020 budget. CARES Act funding will continue to be used to balance the budget and achieve a 52.5 percent recovery ratio.

Metra's 2021 budget for operating expenses is \$700 million, which is 15 percent, or \$127.4 million, less than the 2020 budget of \$827.4 million and 18 percent, or \$154.8 million less, than our pre-COVID projection for 2021 that was outlined in the 2020 Budget and 2021-2022 Financial Plan. Although not completely and specifically identified, the cost savings to achieve \$700 million in 2021 will likely be derived from reduced costs related to running a lower service levels, as service levels are matched to ridership levels, other labor cost savings, and spending reductions for materials and services. Metra's \$700 million budget for 2021 includes inflationary and contractual increases along with additional operational costs of the Positive Train Control (PTC) safety system.

Metra's Financial Plan for 2022 and 2023 assumes that ridership recovers from 50 percent of pre-COVID levels at the beginning of 2022 to 80 percent of pre-COVID levels by the end of 2022 and remains at 80 percent of pre-COVID levels throughout 2023. After declining between 2020 and 2021, sales taxes are projected to increase approximately 6 percent annually in 2022 and 2023. The remaining \$50.9 million of CARES Act funding is fully utilized during 2022. The total of these operating funding sources allow for operating expenses of \$678 million and \$702 million, respectively in 2022 and 2023.

A more detailed discussion of Metra's 2020 Operating Budget and 2021-2022 Financial Plan begins on **page 31**. Tables detailing the budget and financial plan are included are found on **pages 34-36**.

CAPITAL FUNDING

Proceeds provided through the state's Rebuild Illinois program, federal state of good repair and formula funds and RTA funds are the principal sources of funding for Metra's 2021 capital program. Between state, federal and local sources, Metra expects to receive \$2 billion over the next five years to address its infrastructure needs. A more detailed discussion of Metra's 2021-2025 capital program begins on **page 17**. Tables and project descriptions for Metra's 2021-2025 program are found on (**pages 19-29**) and show funding projected to be available from current sources.

Metra developed the five-year program based on funding we have received in years past. We also developed a 4-year program without funding in the fifth year per the RTA's guidance. Funding for 2025 will be determined at a later date.

RIDERSHIP FORECASTS

Due to the impacts of the COVID-19 pandemic, Metra ridership trends and related forecasts are best discussed in three separate categories:

1. Positive Trends - Pre-COVID-19 (Dec. 2019, Jan. and Feb. 2020)
2. Ridership Collapse - Rapid spread of COVID infections prompting “Stay-at-Home” orders and the flattening of the curve (March 2020 - May 2020)
3. Ridership Recovery - Gradual reopening of portions of the economy and social activities (June 2020 – December 2022).

Positive Trends - The beginning of 2020 was shaping up to be a great year for ridership at Metra, with three consecutive months of positive gains over the previous year. In December 2019, Metra had its first positive ridership month in over eight months (April 2019) and that continued into January and February. March 2020 began with strong monthly ticket sales and was on track for another positive month of ridership. If the pandemic did not occur, Metra could have been estimating a 1 percent to 2 percent ridership growth in 2020.

Ridership Collapse – On March 11, the World Health Organization declared COVID-19 a global pandemic. When the Governor of Illinois announced a “Stay-at-Home” order on March 21, nearly all Metra riders were able to stay at home. Metra ridership fell to its lowest levels ever, dropping by 97 percent by the end of March. Metra pivoted its services and operations to accommodate essential workers on the very front lines of fighting the pandemic. This 97 percent drop now represents the lowest possible range for ridership forecasts and quantifies the potential risk if there is another resurgence of this pandemic or future pandemics.

Ridership Recovery – Since the start of the pandemic, Metra has been carefully tracking passenger volumes on each train in order to make the best decisions and adjust services and the number of cars assigned to trains to accommodate the changes in ridership patterns. Before the pandemic, Metra operated 692 trains each weekday. Metra was operating 376 weekday trains by April, 343 in early May, and 382 weekday trains in August.

In order to be ready for riders when they return, Metra created a dashboard to provide loading details on its trains. The dashboard was developed in response to requests from our riders, area employers, and various stakeholder groups. By publicly releasing this data, Metra is promoting social distancing and providing the public with the opportunity to make an informed decision about which

train they take. To date, passenger volumes have increased slowly across the system. Yet only a few trains have crossed the social distancing thresholds.

Metra continues to participate in open dialog with our regional, state, national and international partners as well as in discussions with downtown and suburban business groups. The current consensus from these discussions is that ridership will continue to slowly and incrementally recover with noteworthy increases most likely at the beginning and middle of each month. This trend is anticipated to continue over the next few years. Right now, ridership is anticipated to reach about 20 percent of 2019 ridership levels by the end of 2020. The projected final 2020 ridership forecast is 20 million passenger trips, a decrease of 73 percent from 2019. However, this forecast may be a bit optimistic as reopening efforts in the city of Chicago and the state have slowed.

Ridership is forecast to rebound slowly over the next few years, assuming that the city of Chicago moves to Phase V of its reopening plan early in 2021. Metra ridership is projected to steadily increase throughout the year. January ridership is forecasted to be approximately 20 percent of what it was in 2019, reaching 50 percent of 2019 levels by the end of 2021 and up to 80 percent by the end of 2022. Historical ridership and a ridership forecast are shown in **Exhibits 3 and 4 on page 8. Exhibit 5 on page 9,** shows annual ridership trends and forecasts for a 10-year period.



Exhibit 3

METRA SYSTEM ANNUAL RIDERSHIP

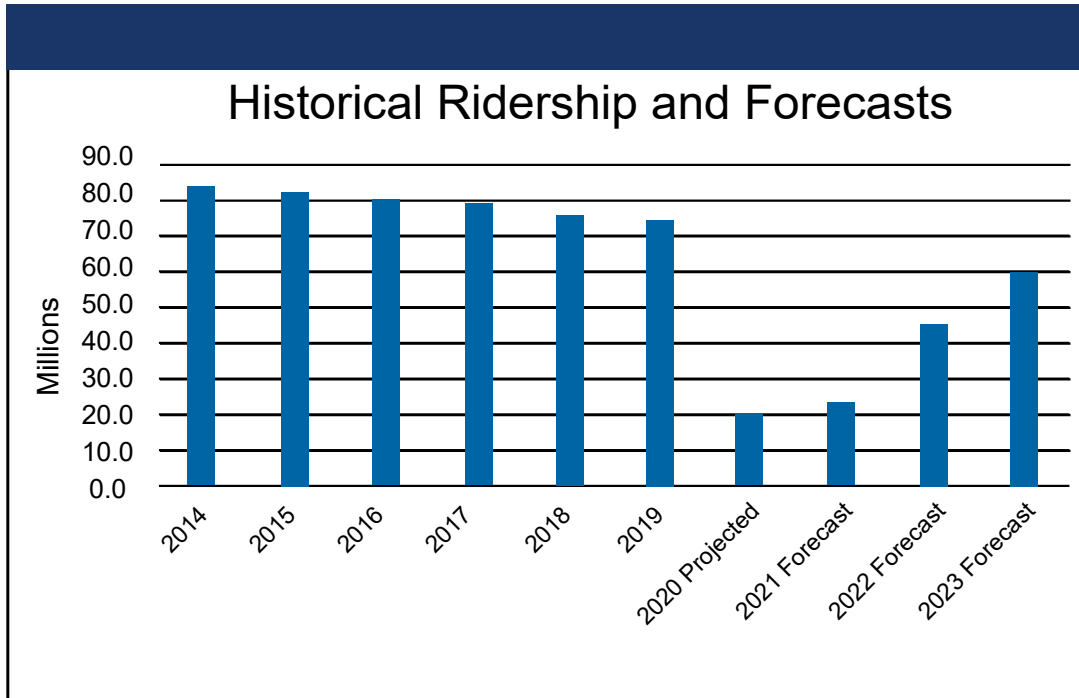


Exhibit 4

FORECASTED RIDERSHIP AND VEHICLE MILES / 2019-2023

	2019 Actual	2020 Projected*	2021 Forecast	2022 Forecast	2023 Forecast
Passenger Trips ¹	74,044,000	19,992,000	24,283,000	45,428,000	59,234,000
Year-to-Year Change		-73.0%	21.5%	87.1%	30.4%
Passenger Miles ²	1,629,956,000	440,076,000	534,530,000	1,000,040,000	1,303,980,000
Year-to-Year Change		-73.0%	21.5%	87.1%	30.4%
Revenue Car Miles	44,606,000	29,937,000	29,886,000	35,239,000	37,915,000
Year-to-Year Change		-32.9%	-0.2%	17.9%	7.6%

*Based on January-July actuals

¹ - Based on ticket sales and free trips

² - Based on ticket sales but does not include free trips
South Shore (NICTD) is not included.

Exhibit 5

RIDERSHIP-RELATED STATISTICS: JANUARY 2019 - MARCH 2020

Carrier/Line		January - December 2019					January - March 2020				
		Annual Passenger Trips **	Annual Passenger Miles ***	Annual Passenger Revenue	Avg Rev Per Psngr Trip	Avg Trip Length (miles)	Annual Passenger Trips **	Annual Passenger Miles ***	Annual Passenger Revenue	Avg Rev Per Psngr Trip	Avg Trip Length (miles)
BNSF Railway		15,468,000	359,852,400	78,227,000	\$5.06	23.3	2,971,500	68,942,500	17,454,700	\$5.87	23.2
Union Pacific	North	8,552,100	141,376,000	38,689,800	\$4.52	16.5	1,653,900	26,594,200	8,332,500	\$5.04	16.1
	Northwest	10,384,400	255,882,000	53,699,300	\$5.17	24.6	1,976,700	48,007,700	11,640,400	\$5.89	24.3
	West	7,883,200	175,031,900	39,573,400	\$5.02	22.2	1,493,100	32,920,900	8,569,200	\$5.74	22.0
Total		26,819,700	572,289,900	131,962,500	\$4.92	21.3	5,123,700	107,522,800	28,542,100	\$5.57	21.0
Electric District	Main Line	6,482,200	129,614,100	29,880,300	\$4.61	20.0	1,294,200	25,418,600	6,847,400	\$5.29	19.6
	Blue Island	276,800	3,766,000	1,101,000	\$3.98	13.6	43,400	455,900	176,400	\$4.06	10.5
	So Chicago	523,900	4,447,700	1,584,900	\$3.03	8.5	84,100	480,500	252,600	\$3.00	5.7
Total		7,282,900	137,827,800	32,566,200	\$4.47	18.9	1,421,700	26,355,000	7,276,400	\$5.12	18.5
Heritage Corridor		734,100	19,988,300	3,859,800	\$5.26	27.2	151,800	4,128,200	943,200	\$6.21	27.2
Milwaukee District	North	6,549,100	148,507,300	33,471,600	\$5.11	22.7	1,236,100	27,632,300	7,160,500	\$5.79	22.4
	West	5,904,800	142,511,900	29,843,900	\$5.05	24.1	1,120,900	26,871,500	6,514,100	\$5.81	24.0
Total		12,453,900	291,019,200	63,315,500	\$5.08	23.4	2,357,000	54,503,800	13,674,600	\$5.80	23.1
North Central Service		1,589,900	49,553,500	9,107,200	\$5.73	31.2	304,400	9,495,800	2,017,600	\$6.63	31.2
SouthWest Service		7,338,100	155,363,400	34,752,700	\$4.74	21.2	1,414,800	29,855,700	7,809,100	\$5.52	21.1
Rock Island District		2,356,800	44,061,700	11,080,000	\$4.70	18.7	469,700	8,772,300	2,582,600	\$5.50	18.7
System Totals*		74,043,500	1,629,956,100	364,870,900	\$4.93	22.0	14,214,400	309,576,200	80,300,100	\$5.65	21.8

Note: Columns may not add exactly to system totals due to rounding.

* Includes free trips

** Does not include free trips

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



FARES

Metra fares are set according to travel between designated fare zones, which are established at five-mile intervals beginning at each rail line's downtown Chicago terminal. A uniform base fare is charged for travel within a zone and increments are added to the base fare as additional fare zone boundaries are crossed.

Within the general structure of zones and one-way fares, an assortment of ticket types are designed to allow flexibility in the use of Metra services; these are described in **Exhibit 6**.

Exhibit 6

METRA TICKET TYPES

Ticket Type	Period of Validity	Number of Rides
Monthly*	Calendar month and until noon on the first business day of the month	Unlimited
Ten Ride*	One year from date of purchase	10
One-Way*	90 days from date of purchase – nonrefundable	One
Weekend	14 days from date of purchase (app only) – nonrefundable	Unlimited rides on both Saturday and Sunday
Saturday/Sunday Pass	14 days from date of purchase – nonrefundable	Unlimited rides on either Saturday or Sunday
Round Trip Plus†	90 days from date of purchase – (app only) nonrefundable	Unlimited for one service day

*These ticket types are offered at a reduced rate to senior citizens, persons with disabilities, children, students through high school and active duty military personnel. Restrictions and more details on these reduced fare programs can be found at metr rail.com

†Introduced as a pilot program in September 2020; available only on the Ventra App.

For an additional fee, Metra Monthly Pass holders can buy a Link-Up Pass, which allows peak-period travel on CTA and unlimited travel on Pace scheduled routes, or a PlusBus Pass, which allows unlimited travel on Pace scheduled routes.

FARE POLICY PRINCIPLES

- Consider regular fare adjustments that ensure a balanced budget, sustain service, keep pace with inflation, and avoid significant, infrequent fare increases.
- Allow no diversion of capital-eligible funds to the operating budget.
- Acknowledge the total value of providing services to the region's economy while recognizing that fares must cover a percentage of operating costs, as set by the RTA, and support Metra's capital program.
- Understand the short-term and long-term impacts of fare changes on ridership and revenue as well as the time and resources needed to implement them.
- Improve fare collection by simplifying the overall process and transportation costs.
- Offer a fare structure, fare products and policies that are easy to use and understand, regionally equitable and appeal to current and prospective customers.
- Evaluate impacts of cooperative opportunities on fare structure, products, pricing and policies of our local transit partners and evaluate national peer programs that have stimulated ridership

FARE INITIATIVES

Metra's ridership patterns have changed dramatically due the COVID-19 pandemic. In response to these changes, the Metra system and our fare offerings need to innovate and adjust. Metra is currently exploring several potential fare initiatives to meet these changing needs and draw riders back to the system.

Weekend Pass Adjustment – Metra is proposing an adjustment to the weekend pass in order to entice more families and discretionary travelers to ride the system. Metra is introducing a new Saturday or Sunday Day Pass that will be available for \$7 and valid only on either Saturday or on Sunday. The existing \$10 two-day Weekend Pass would be retained but only on the Ventra mobile app. The validity period for both passes would be 14 days. Note that this is a change from the current 90-day validity period for the existing weekend pass.

In addition to the new Saturday/Sunday Day Pass, Metra previously announced the launch of the new Round Trip Plus one-day pass for unlimited travel between any two zones. The Round Trip Plus is priced at twice the price of a comparable One-Way Ticket and only available through the Ventra App. The Round Trip Plus pass was introduced with the latest version of the Ventra App launched in September 2020. Metra experienced significant interest in the temporary \$10 All Day Pass that was introduced in response to the pandemic, and while this fare product is currently only in place through the end of October 2020, the Round Trip Plus ticket will continue to offer similar convenience.

Metra's fare policy document will be updated to reflect these changes. In addition, a new policy will be added giving Metra's CEO authority to establish validity dates and expiration policies for ticket products and flexibility to make changes such as extending or shortening validity dates due to unforeseen circumstance and as needed for business operations.

Due to the rapidly changing nature of demand for Metra ridership, Metra will explore additional innovative fare pilot programs in 2021. These may include a "welcome back" program for riders returning to our service post-pandemic, multi-day passes, peak/off-peak pricing, and a loyalty program. Further details on these programs are still being developed and will be announced as those pilot programs are formally proposed. Longer term, Metra is exploring other changes, including the possibility of compressing the existing set of distance-based fare zones into a smaller number of zones. The nature of Metra ridership is evolving, and Metra's fare products need to be innovative and responsive.

Tables showing fares by zone and ticket type for both full and reduced fares can be found in on **pages 13 and 14**.



Exhibit 7

PROPOSED 2021 ADULT FARE SCHEDULE

Zone	Ticket	A	B	C	D	E	F	G	H	I	J
A	Monthly	\$116.00									
	Ten-Ride	38.00									
	Round Trip Plus*	8.00									
	One-Way	4.00									
B	Monthly	123.25	\$116.00								
	Ten-Ride	40.50	38.00								
	Round Trip Plus*	8.50	8.00								
	One-Way	4.25	4.00								
C	Monthly	159.50	123.25	\$116.00							
	Ten-Ride	52.25	40.50	38.00							
	Round Trip Plus*	11.00	8.50	8.00							
	One-Way	5.50	4.25	4.00							
D	Monthly	181.25	159.50	123.25	\$116.00						
	Ten-Ride	59.50	52.25	40.50	38.00						
	Round Trip Plus*	12.50	11.00	8.50	8.00						
	One-Way	6.25	5.50	4.25	4.00						
E	Monthly	195.75	181.25	159.50	123.25	\$116.00					
	Ten-Ride	64.25	59.50	52.25	40.50	38.00					
	Round Trip Plus*	13.50	12.50	11.00	8.50	8.00					
	One-Way	6.75	6.25	5.50	4.25	4.00					
F	Monthly	210.25	195.75	181.25	159.50	123.25	\$116.00				
	Ten-Ride	69.00	64.25	59.50	52.25	40.50	38.00				
	Round Trip Plus*	14.50	13.50	12.50	11.00	8.50	8.00				
	One-Way	7.25	6.75	6.25	5.50	4.25	4.00				
G	Monthly	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00			
	Ten-Ride	73.75	69.00	64.25	59.50	52.25	40.50	38.00			
	Round Trip Plus*	15.50	14.50	13.50	12.50	11.00	8.50	8.00			
	One-Way	7.75	7.25	6.75	6.25	5.50	4.25	4.00			
H	Monthly	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00		
	Ten-Ride	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00		
	Round Trip Plus*	16.50	15.50	14.50	13.50	12.50	11.00	8.50	8.00		
	One-Way	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00		
I	Monthly	261.00	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00	
	Ten-Ride	85.50	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00	
	Round Trip Plus*	18.00	16.50	15.50	14.50	13.50	12.50	11.00	8.50	8.00	
	One-Way	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00	
J	Monthly	275.50	261.00	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00
	Ten-Ride	90.25	85.50	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00
	Round Trip Plus*	19.00	18.00	16.50	15.50	14.50	13.50	12.50	11.00	8.50	8.00
	One-Way	9.50	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00

Weekend: \$10.00
 Saturday/Sunday: \$7.00
 On-board Surcharge: \$5.00

*Introduced as a pilot program in September 2020; available only on the Ventra App.

Exhibit 8

PROPOSED 2021 SPECIAL USER FARE SCHEDULE

Zone	Ticket	A	B	C	D	E	F	G	H	I	J
A	Monthly	\$70.00									
	Ten-Ride	19.00									
	Round Trip Plus*	4.00									
	One-Way	2.00									
B	Monthly	70.00	\$70.00								
	Ten-Ride	19.00	19.00								
	Round Trip Plus*	4.00	4.00								
	One-Way	2.00	2.00								
C	Monthly	96.25	70.00	\$70.00							
	Ten-Ride	26.25	19.00	19.00							
	Round Trip Plus*	5.50	4.00	4.00							
	One-Way	2.75	2.00	2.00							
D	Monthly	105.00	96.25	70.00	\$70.00						
	Ten-Ride	28.50	26.25	19.00	19.00						
	Round Trip Plus*	6.00	5.50	4.00	4.00						
	One-Way	3.00	2.75	2.00	2.00						
E	Monthly	113.75	105.00	96.25	70.00	\$70.00					
	Ten-Ride	31.00	28.50	26.25	19.00	19.00					
	Round Trip Plus*	6.50	6.00	5.50	4.00	4.00					
	One-Way	3.25	3.00	2.75	2.00	2.00					
F	Monthly	122.50	113.75	105.00	96.25	70.00	\$70.00				
	Ten-Ride	33.25	31.00	28.50	26.25	19.00	19.00				
	Round Trip Plus*	7.00	6.50	6.00	5.50	4.00	4.00				
	One-Way	3.50	3.25	3.00	2.75	2.00	2.00				
G	Monthly	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00			
	Ten-Ride	35.75	33.25	31.00	28.50	26.25	19.00	19.00			
	Round Trip Plus*	7.50	7.00	6.50	6.00	5.50	4.00	4.00			
	One-Way	3.75	3.50	3.25	3.00	2.75	2.00	2.00			
H	Monthly	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00		
	Ten-Ride	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00		
	Round Trip Plus*	8.00	7.50	7.00	6.50	6.00	5.50	4.00	4.00		
	One-Way	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00		
I	Monthly	157.50	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00	
	Ten-Ride	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00	
	Round Trip Plus*	9.00	8.00	7.50	7.00	6.50	6.00	5.50	4.00	4.00	
	One-Way	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00	
J	Monthly	166.25	157.50	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00
	Ten-Ride	45.25	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00
	Round Trip Plus*	9.50	9.00	8.00	7.50	7.00	6.50	6.00	5.50	4.00	4.00
	One-Way	4.75	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00

*Introduced as a pilot program in September 2020; available only on the Ventra App.

SERVICE PLAN

Metra is carefully monitoring ridership demand and patterns and adjusting the train schedules to balance the need to provide adequate social distancing, useful service frequencies, and a balanced operating budget. Restoration of service will largely depend on demand. The plan is to adjust the 50 percent systemwide schedule implemented in March 2020 upwards as demand requires, adding trains, adjusting train times, and adding railcars to existing trains.

To meet ridership needs as people return to their office spaces, Metra will look to provide consistent and frequent service, easily understandable and memorable service patterns, new express service and transfers between services, as well as services for reverse commute and new ridership markets. The idea is to use this period to review the pre-pandemic schedules, which in many cases have remained relatively unchanged from the schedules inherited by Metra in 1984, and find opportunities to better meet the changing travel needs of the region. These efforts may cause Metra's schedules to change markedly over the next few years.

The COVID-19 pandemic has had an unprecedented effect on Metra's ridership and service. Metra's best attempt to predict how service could be restored is noted below and is contingent on the City of Chicago moving into Phase V of their reopening plan.

For 2021, Metra could begin the year operating approximately 58 percent of 2019 service and could adjust upwards to 72 percent by yearend, depending on ridership demand.

For 2022, Metra could begin the year operating approximately 72 percent of 2019 service and could adjust upwards to 83 percent by yearend, depending on demand.

For 2023, Metra could begin the year operating approximately 83 percent of 2019 service and could adjust upwards to 87 percent by the yearend, depending on demand.





CAPITAL PROGRAM

Metra's 2021 Capital Program is funded through \$189.5 million in Federal Formula/State of Good Repair funds. Other funding sources that supplement Metra's capital program include \$119.1 million in State of Illinois bond funds and \$73.8 million of State of Illinois PAYGO funds. The Regional Transportation Authority Innovation, Coordination & Enhancement (ICE) funds total \$3.7 million in 2021. The 2021 capital program also includes \$306,000 in Federal Congestion Mitigation and Air Quality (CMAQ) funds. Metra's 2021-2025 capital program tables and project descriptions are found on pages 21-28. Metra must submit to the RTA a balanced one- and five-year capital program. Under the 2021 program, 58.6 percent of capital funding will be allocated to major capital projects, including:

- Locomotive and car rehabilitation \$69.9 million
- New rolling stock \$61.5 million
- Bridges \$12.9 million
- Equipment and vehicles \$34.9 million
- Stations and parking \$47.3 million

ROLLING STOCK

Metra's fleet consists of 173 locomotives, 861 diesel railcars, and 186 electric-propelled Highliner cars used on the Metra Electric Line.

Rehabilitation and replacement programs allow for the modernization of our rolling stock, providing better seating, lighting, climate control, bathroom facilities and electrical outlets for customers to charge their personal electronics. These programs are critical to maintaining the service performance standards on which our customers depend.

In March 2019, the Metra Board of Directors approved a \$70.9 million contract to purchase 15 remanufactured locomotives to replace some of the oldest in the fleet. The locomotives will meet the Environmental Protection Agency's Tier 3 emissions standards. The contract also includes options to buy up to 27 additional locomotives which Metra hopes to fund with Rebuild Illinois bond funds.

In 2019, Metra also issued a request for proposals (RFP) for at least 200 new rail cars, allowing manufacturers to propose alternative car designs that may better address Metra's needs than the bi-level gallery cars that have been used in northeast Illinois for nearly 70 years.

Metra's 2021-2025 program includes \$961.3 million for rolling stock. Metra's four-year program for rolling stock is \$827.3 million.

BRIDGES, TRACK & STRUCTURES

Bridges, track and structure are the foundation of the Metra system. Without the continual renewal of track components, retaining walls and bridges, the reliability of Metra's on-time service would deteriorate and the wear and tear on its rolling stock would increase. To maintain a state of good repair, Metra has established a continual cycle of inspection and renewal for track and structure. Metra currently replaces 80,000 ties and 25 rail crossings annually. Ballast and track resurfacing are performed on a four-year cycle, and since 1980, 97 bridges on the Metra system have been replaced.

Metra is using Rebuild Illinois bond funds for several bridge projects, including the continued renovation of 11 bridges on the Union Pacific North Line in Chicago, replacing the bridge at 96th Avenue in Mokena on the Rock Island Line as well as other bridge projects at Stoney Creek on the SouthWest Service and bridges at Keystone and Grand avenues in Chicago on the Milwaukee District lines. Two other Milwaukee District bridges north of Rondout are slated for renovation using Illinois bond funds. The infusion of bond money enables Metra to have a more aggressive state of good repair program for its bridges. The five-year program includes the renovation or replacement of 20 bridges. The 2021-2025 capital program includes more than \$206.7 million for this asset category. Metra's four-year program for bridges, track and structure is \$182.2 million.

SIGNAL, ELECTRICAL & COMMUNICATIONS

Signal, electrical and communications systems are vital to safe railroad operation. Metra trains are guided by approximately 2,000 wayside signals, which allow multiple trains traveling in the same or opposite direction to operate safely. Metra's signal system includes aging interlockings that have been prioritized for replacement. The 2021-2025 program includes the rehabilitation of the Morgan interlocking on the Milwaukee District and the Western interlocking on the Rock Island Line. The program also funds the rehabilitation of multiple signals on the Milwaukee District West Line. Rebuild Illinois bond funds are slated for use to install bi-directional signaling on the Metra Electric Line. The 2021-2025 program includes \$316.7 million for signal, electrical and communication. Metra's four-year program for signal, electrical and communications is \$279.3 million.

FACILITIES & EQUIPMENT

Metra has 24 rail yards and seven maintenance facilities. In 2020, Metra completed a project to upgrade its 49th Street Shop on the Rock Island Line to enable additional railcar rehabilitation. To accommodate future system needs, Metra will use Rebuild Illinois bonds to expand the Milwaukee District Western Avenue Yard and the adjacent Union Pacific California Avenue Yard. State of Illinois pay-as-you-go funds are being allocated annually to replace equipment and vehicles that have reached the end of their useful lives. The 2021-2025 five-year core program includes \$183 million for support facilities and equipment. Metra's four-year program for facilities and equipment is \$155.9 million.

STATIONS & PARKING

Customer enhancements are a priority for Metra and station and parking improvements are some of the most visible capital improvements directly benefiting customers. Rebuild Illinois bond funds will increase the number of stations Metra is able to renovate and rebuild annually. Planned major station projects include the new Auburn Park station on the Rock Island Line, the renovation of the 147th Street Station on the Metra Electric Line, the renovation of the 95th Street/ Chicago State Station on the Metra Electric Line, and the renovation of the Evanston Davis Street station on the Union Pacific North Line. Metra is also undertaking a new signage program that includes clearly identifying tracks with universal signage for easier wayfinding across all 11 rail lines. Metra will continue work to upgrade stations, with emphasis on ADA accessibility features, including the replacement of elevators that have exceeded their useful lives and adding warming shelters to all its outlying stations. The 2021-2025 five-year core program allocates \$253.6 million for station and parking improvements. Metra's four-year program for stations and parking is \$253.6 million.

ICE-FUNDED PROJECTS

As part of our 2021 capital program, Metra has identified one project to be funded through the RTA's Innovation, Coordination and Enhancement (ICE) Program. The program provides funding assistance to enhance the coordination and integration of public transportation and to develop and implement innovations to improve the quality and delivery of public transportation. For Metra in 2021, the ICE Project is:

- Train Tracking and Passenger Counting System - \$3.7 million



Exhibit 9

PROPOSED CAPITAL PROGRAM 2021

PE	Description	RR	Source	Amount	PE	Description	RR	Source	Amount
Rolling Stock					Signal, Electrical & Communications				
5501	TRACTION MOTORS	MET	f	\$1,800,000	5149	LAKE STREET INTERLOCKER	UPR	f	\$1,000,000
5502	LOCOMOTIVE AND CAR IMPROVEMENTS	MET	f	\$1,500,000	5352	SIGNAL STANDARDS	MET	f	\$550,000
5503	WHEEL REPLACEMENT	MET	f	\$2,000,000	5551	SIGNAL SYSTEM IMPROVEMENTS	MED	f	\$1,500,000
5010	CAR AND LOCOMOTIVE CAMERAS	MET	f	\$1,500,000	5552	SIGNAL SYSTEM IMPROVEMENTS	MWD	f	\$1,000,000
5505	PTC- RENEWAL (MECHANICAL)	MET	f	\$2,800,000	5553	SIGNAL SYSTEM IMPROVEMENTS	RID	f	\$1,500,000
5306	F59 LOCOMOTIVE UPGRADE	MET	ip	\$10,000,000	5554	SWITCH LAYOUT STANDARDS	MET	f	\$1,382,000
5406	DC TO AC CONVERSION	MET	ib	\$25,000,000	5447	MWD WEST LINE SIGNALS	MWD	f	\$5,250,000
5204	LOCOMOTIVE REHABILITATION 100-149.215.216	MET	f	\$1,535,000	5388	SMART GATES	RID	f	\$7,000,000
5006	NEW GALLERY CARS PURCHASE	MET	ib	\$53,641,600	5457	CUS INTERLOCKERS	MET	f	\$2,000,000
5006	NEW GALLERY CARS PURCHASE	MET	ip	\$7,925,000	4842	16th STREET INTERLOCKER	RID	f	\$3,000,000
5506	COVID 19 - MODIFICATIONS	MET	f	\$6,700,000	5547	FACILITIES - ELEC	BNS	f	\$900,000
5009	CAR REHAB (NIPPON SHARYO HIGHLINERS)	MET	f	\$7,000,000	5548	FACILITIES - ELEC	MED	f	\$600,000
5207	CAR REHAB (NIPPON SHARYO P-5)	MET	f	\$7,842,000	5549	FACILITIES - ELEC	MWD	f	\$1,000,000
5207	CAR REHAB (NIPPON SHARYO P- 5)	MET	ip	\$11,900,000	5550	FACILITIES- ELEC	RID	f	\$1,000,000
Rolling Stock Subtotal				\$141,143,600	5555	CCF GENERATION	MET	f	\$800,000
Bridges, Track & Structure					5363	SUBSTATION IMPROVEMENTS (JACKSON)	MED	ib	\$10,200,000
5511	TIES, BALLAST, & SW HEATERS	BNS	f	\$2,500,000	5361	MORGAN INTERLOCKING	MWD	f	\$3,000,000
5512	TIES AND BALLAST	MED	f	\$1,646,000	5362	WESTERN INTERLOCKING	RID	f	\$3,000,000
5513	TIES AND BALLAST	MWD	f	\$2,000,000	5455	LAKE FOREST CROSSOVERS	MWD	f	\$3,000,000
5514	TIES AND BALLAST	RID	f	\$2,880,000	5560	MILWAUKEE SIGNALS - NORTH	MWD	ip	\$4,000,000
5521	UNDERCUTTING & SURFACING	MED	f	\$1,000,000	5560	MILWAUKEE SIGNALS - NORTH	MWD	f	\$1,100,000
5522	UNDERCUTTING & SURFACING	MWD	f	\$750,000	5556	CONSTANT TENSION CATENARY STUDY	MED	f	\$750,000
5523	UNDERCUTTING & SURFACING	RID	f	\$1,000,000	5151	FIBER OPTIC	MED	ip	\$8,000,000
5524	UNDERCUTTING & SURFACING	UPR	f	\$250,000	4947	A-20 INTERLOCKING	MWD	f	\$6,000,000
5525	RAIL REPLACEMENT	BNS	f	\$3,700,000	5557	MED IMPROVEMENT PROJECT	MED	f	\$4,000,000
5526	RAIL REPLACEMENT	MED	f	\$500,000	5350	COMMUNICATION IMPROVEMENTS	MET	f	\$1,000,000
5527	RAIL REPLACEMENT	MWD	f	\$1,500,000	5558	DOWNTOWN PUBLIC ADDRESS SYS	MET	f	\$1,800,000
5528	RAIL REPLACEMENT	RID	f	\$2,500,000	5559	SYSTEMWIDE CAMERAS	MET	f	\$600,000
5529	RAIL REPLACEMENT	UPR	f	\$500,000	5561	NETWORKING EQUIPMENT	MET	f	\$750,000
5330	CREATE - P2	SWS	ip	\$6,500,000	4746	IMPEDANCE BONDS	MET	f	\$200,000
5532	CROSSINGS (ROAD & TRACK)	MWD	f	\$1,000,000	Signal, Electrical & Communications Subtotal				\$75,882,000
5533	CROSSINGS (ROAD & TRACK)	MWD	f	\$1,500,000	Facilities and Equipment				
5534	CROSSINGS (ROAD & TRACK)	RID	f	\$1,000,000	5562	YARD IMPROVEMENTS	BNS	f	\$3,000,000
5535	CROSSINGS (ROAD & TRACK)	UPR	f	\$1,000,000	5563	YARD IMPROVEMENTS	MED	f	\$1,000,000
5536	BRIDGES & RETAINING WALLS	BNS	f	\$2,000,000	5564	YARD IMPROVEMENTS	MWD	f	\$1,000,000
5537	BRIDGES	MED	f	\$400,000	5565	YARD IMPROVEMENTS	RID	f	\$500,000
5538	BRIDGES	MWD	f	\$500,000	5566	YARD IMPROVEMENTS	UPR	f	\$500,000
5540	BRIDGES & RETAINING WALLS	UPR	f	\$1,500,000	5567	MILLENNIUM STATION BOILERS	MED	f	\$2,180,000
5442	BRIDGE A318	MWD	f	\$2,500,000	5568	WESTERN AVENUE YARD OIL SEPARATION	MWD	f	\$890,000
4739	275-OLD 96th AVENUE BRIDGE	RID	ib	\$8,000,000	5569	UP WASTEWATER REPLACEMENT @M19A	UPR	f	\$2,945,000
5541	STONE CREEK BRIDGE	SWS	ib	\$500,000	5466	CREW FACILITIES	MET	ib	\$2,000,000
5542	GRAND AVENUE BRIDGE	MWD	ib	\$1,000,000	5570	RIGHT OF WAY EQUIPMENT	MET	ip	\$9,000,000
Bridges, Track & Structure Subtotal				\$48,126,000	5571	EQUIPMENT & VEHIC MECH	MET	f	\$3,000,000
					5062	AUTOMATIC PASSENGER COUNTERS	MET	f	\$1,000,000
					5572	OFFICE EQUIPMENT	MET	f	\$275,000
					5573	IT COMPONENTS & SERVICES	MET	f	\$1,723,000
					5574	TROI - NET	MET	f	\$2,636,320
					5575	TICKET VENDING MACHINES	MET	f	\$2,650,000
					5575	TICKET VENDING MACHINES	MET	ip	\$10,000,000
					5576	BUILDING IMPROVEMENTS	MET	f	\$5,000,000
					5453	CENTRAL WAREHOUSING	MET	f	\$2,000,000
					5171	GPS/TRAIN TRACKING	MET	f	\$1,000,000
					5171	GPS/TRAIN TRACKING	MET	ri	\$3,715,000
					Facilities & Equipment Subtotal				\$56,014,320

PE	Description	RR	Source	Amount
Stations and Parking				
5475	SYSTEMWIDE STATION SIGNS	MET	f	\$1,500,000
5478	ELEVATOR REPLACEMENT	MET	ip	\$1,450,000
5580	PLATFORM IMPROVEMENTS	MET	f	\$3,000,000
5580	PLATFORM IMPROVEMENTS	MET	ip	\$2,000,000
5581	SYSTEMWIDE STATION IMPROVEMENTS	MET	f	\$5,000,000
5583	PARKING LOT IMPROVEMENTS	MET	f	\$1,000,000
5584	BICYCLE PARKING	MET	fc	\$306,000
5384	ELMHURST STATION	UPR	ib	\$2,000,000
4676	SOUTH WATER STREET STATION	MED	f	\$2,000,000
4784	VAN BUREN STREET STATION	MED	ib	\$9,800,000
5474	OGILVIE TILE REPLACEMENT	UPR	f	\$250,000
4479	59th/60th ST. STATION (UNIV. of Chicago)	MED	ib	\$9,000,000
5182	79th STREET STATION	MED	f	\$5,000,000
5485	WESTMONT STATION	BNS	f	\$2,000,000
5479	SHELTERS	MET	ip	\$3,000,000
Stations and Parking Subtotal				\$47,306,000

PE	Description	RR	Source	Amount
Support Activities				
5590	INFRASTRUCTURE ENGINEERING	BNS	f	\$400,000
5591	INFRASTRUCTURE ENGINEERING	MED	f	\$400,000
5592	INFRASTRUCTURE ENGINEERING	MWD	f	\$400,000
5593	INFRASTRUCTURE ENGINEERING	RID	f	\$400,000
5594	INFRASTRUCTURE ENGINEERING	UPR	f	\$400,000
5595	INFRASTRUCTURE ENGINEERING	MET	f	\$400,000
5195	TRANSIT ASSET MANAGEMENT	MET	f	\$2,300,000
5488	PROJECT DEVELOPMENT	MET	f	\$500,000
5489	PROGRAM MANAGEMENT	MET	f	\$10,000,000
5589	PROJECT ADMINISTRATION	MET	f	\$1,000,000
5599	CONTINGENCIES	MET	f	\$936,680
5599	CONTINGENCIES	MET	f	\$795,549
Support Activities Subtotal				\$17,932,229
Grand Totals For Uses				\$386,404,149
Federal State of Good Repair (5337)				
			f3	\$103,520,842
Federal Formula (5307)				
			f9	\$85,945,707
Subtotal Federal Formula				\$189,466,549
CMAQ				
			fc	\$306,000
RTA State of Good Repair Bonds				
			rb	\$-
RTA Innovation, Coordination & Enhancement				
			ri	\$3,715,000
State of Illinois Bonds				
			ib	\$119,141,600
State of Illinois PAYGO Funds				
			ip	\$73,775,000
TOTAL FUNDING PROGRAM				\$386,404,149
GRAND TOTAL				\$386,404,149

Exhibit 10
METRA CAPITAL PROGRAM SOURCES 2021 - 2025*
 (\$ in millions)

Funding Source	2021	2022	2023	2024	2025**	Total 2020 -2024	Total 2020 - 2025
Federal Base Program							
State of Good Repair (5337)/ Formula (5307)	\$189.5	\$192.3	\$195.1	\$198.1	\$201.1	\$775.1	\$976.2
Subtotal Federal Base Program	\$189.5	\$192.3	\$195.2	\$198.1	\$201.1	\$775.1	\$976.2
Supplemental							
Federal Congestion Mitigation & Air Quality (CMAQ)	\$0.3	\$0.0	\$28.8	\$0.0	\$0.0	\$29.1	\$29.1
State Bond Funds	\$119.1	\$144.9	\$138.1	\$102.6	\$0.0	\$504.7	\$504.7
State PAYGO Funds	\$73.8	\$73.8	\$73.8	\$73.8	\$73.8	\$295.2	\$369.0
RTA Bond	\$0.0	\$0.0	\$130.0	\$0.0	\$0.0	\$130.0	\$130.0
RTA Innovation, Coordination & Enhancement (ICE)	\$3.7	\$4.0	\$4.3	\$0.0	\$0.0	\$12.0	\$12.0
Subtotal Supplemental Program	\$196.9	\$222.7	\$375.0	\$176.4	\$73.8	\$971.0	\$1,044.8
Grand Total*	\$386.4	\$415.0	\$570.2	\$374.5	\$274.9	\$1,746.1	\$2,021.0

*May not total due to rounding

**Scenario in which funding sources are consistent with historical marks.

2021 CAPITAL PROGRAM PROJECT DESCRIPTIONS

ROLLING STOCK

PE 5501 TRACTION MOTORS, MET

This project funds the overhaul of traction motors and traction alternators for locomotives as well as the overhaul of auxiliary generators and head-end-power (HEP) alternators, which will return these motors to an acceptable level of performance. The overhauled equipment will be used on locomotives operated on railroads either owned or operated by Metra. (\$1,800,000)

PE 5502 LOCOMOTIVE AND CAR IMPROVEMENTS, MET

This project covers improvements to diesel and electric rolling stock during ongoing maintenance and/or major overhauls. Currently, Metra is installing cameras and digital recording devices in locomotives and cars. (\$1,500,000)

PE 5503 WHEEL REPLACEMENT, MET

This project funds the FRA-mandated replacement of wheel sets on Metra's fleet of locomotives and commuter cars. The replacement wheels will be used on vehicles being operated on all carriers and railroads in the Metra system as part of an ongoing program to overhaul major rolling stock components. (\$2,000,000)

PE 5010 CAR AND LOCOMOTIVE CAMERAS, MET

This project funds the purchase of a digital video recording (DVR) system. The system will replace a 12-year old, obsolete system currently running on Metra's rolling stock. The new system will allow for video recording of railroad

LINE ABBREVIATIONS

Line Name	Shown as
BNSF Railway	BNS
Heritage Corridor	HC
Metra Electric Line	MED
Milwaukee District	MWD
North Central Service	NCS
Rock Island District	RID
SouthWest Service	SWS
Systemwide non-line specific	MET
Union Pacific	UPR

signal aspects and incidents. It includes inward-facing cameras and outward-facing, dual-lens cameras. (\$1,500,000)

PE 5505 PTC RENEWAL (MECHANICAL), MET

This project funds the second phase of Positive Train Control (PTC), including the update on-board equipment and parts in locomotives and cab cars that communicate with the guideway PTC system. (\$2,800,000)

PE 5306 F59 LOCOMOTIVE ENGINE UPGRADE, MET

This project funds the overhaul of 21 F59PHI locomotives to keep them in a state of good repair. The locomotives' main engine will be upgraded from Tier 0+ to Tier 3 emissions and the HEP genset will be upgraded from Tier 2 to Tier 4i. (\$10,000,000)

PE 5406 DC TO AC CONVERSION, MET

This project funds the conversions of 54 locomotives in Metra's fleet (F59 PHI, F59 PH and MP 36) from DC traction propulsion to AC traction propulsion. (\$25,000,000)

PE 5204 LOCOMOTIVE REBUILD 100-149,215,216, MET

This project funds Metra's ongoing locomotive rehabilitation program and includes the life-extending rebuild of F40 locomotives and the mid-life overhaul of MP36 locomotives. A locomotive rehabilitation is less expensive than a purchase, saving approximately \$5 million per vehicle. The project may include, but is not limited to, the complete rebuild of a diesel engine, overhaul of the head end power alternator and gear boxes, and painting and body repair. (\$1,535,000)

PE 5006 NEW GALLERY CARS PURCHASE, MET

This project funds the purchase of new bi-level gallery cars to phase old diesel cars, which are 44 years old on average, out of service. The purchase will increase the spare cars ratio and will retire the oldest cars in the fleet. (\$61,566,600)

PE 5506 COVID-19 MODIFICATIONS, MET

This project funds miscellaneous expenses for COVID-19 related modifications made to rolling stock and cab cars. The project may include, but is not limited to,

modifications to cab car interiors, installation of additional hand sanitizers on trains, replacing air filters, purchasing new cleaning devices, and applying informational signage and decals in cars. (\$6,700,000)

PE 5009 CAR REHAB (NIPPON SHARYO HIGHLINERS), MET

This project funds the continued rehabilitation of self-propelled electric cars used on the Metra Electric. The cars in this program were delivered between 2005 and 2007. This first rehabilitation may include, but is not limited to, repair of the car body structure, interior components, and overhaul of propulsion control systems. (\$7,000,000)

PE 5207 CAR REHAB (NIPPON SHARYO Phases 5-7), MET

This project funds the mid-life rehabilitation of bi-level trailer and cab cars. Nippon Sharyo Corporation built and delivered the cars between 2002 and 2008. This is the first major rehabilitation of these commuter cars and will be performed in multiple phases. (\$19,742,000)

BRIDGES, TRACK & STRUCTURE

PE 5511 TIES AND BALLAST & SW HEATERS, BNS

PE 5512 TIES AND BALLAST, MED

PE 5513 TIES AND BALLAST, MWD (50/50)

PE 5514 TIES AND BALLAST, RID

These projects consist of the replacement of cross ties, switch ties and ballast. In order to maintain proper track gauge and surface, it is necessary to replace ties and ballast periodically, and these projects are part of an ongoing program to replace ties and ballast throughout the commuter territory. This improves

the riding quality of the trains and reduces the incidence of slow orders, which adversely affect adherence to train schedules. Projects on the Milwaukee District are split with the Canadian Pacific Railroad. (\$9,026,000)

PE 5521 UNDERCUTTING & SURFACING, MED

PE 5522 UNDERCUTTING & SURFACING, MWD

PE 5523 UNDERCUTTING & SURFACING, RID

PE 5524, UNDERCUTTING & SURFACING, UPR

These projects fund track undercutting, which removes all fouled track ballast, cleans it and returns it to the track bed. When the ballast is fouled, its load-spreading capability is lost. Undercutting is necessary when a section of ballast has become so contaminated that it will no longer hold a proper track surface. Undercutting results in a smooth, well-aligned track surface, extended tie and ballast life and reduced ongoing maintenance expense. (\$3,000,000)

PE 5525 RAIL REPLACEMENT, BNS

This project provides for the installation of rail and switches on the BNSF commuter line. The project also includes the renewal of switch points at various locations along the BNSF railroad, the replacement of switch machines and the replacement of turnouts. The high density of freight and commuter traffic, including extensive express service, on this line requires close monitoring and periodic replacement of switches and switch machines. Turnouts must also be inspected and replaced frequently to protect against derailment. While minor defects in switch points and turnouts can be remedied with field welding, replacement over time is required

to ensure reliable operations. (\$3,700,000)

PE 5526 RAIL REPLACEMENT, MED

PE 5527 RAIL REPLACEMENT, MWD

PE 5528 RAIL REPLACEMENT, RID

PE 5529 RAIL REPLACEMENT, UPR

These projects fund the installation of continuous welded rail on Metra-owned rail lines and the Union Pacific rail lines. Specific locations are to be determined. Rail requires periodic replacement to maintain track speeds and on-time performance. (\$8,700,000)

PE 5330 CREATE – P2, SWS

This project funds engineering for the 75th Street Corridor Improvement Project (CIP) which, when constructed, will relieve rail congestion by separating freight and passenger rail lines, thereby eliminating bottlenecks and reducing train idling. (\$6,500,000)

PE 5532 CROSSINGS (ROAD & TRACK), MWD

PE 5533 CROSSINGS (ROAD & TRACK), MWD

PE 5534 CROSSINGS (ROAD & TRACK), RID

PE 5535 CROSSINGS (ROAD & TRACK), UPR

These projects fund the renewal of rail highway grade crossings at various locations on the Metra commuter lines and the Union Pacific lines. The specific crossings to be renewed will be determined upon evaluations of deterioration. The work will include, but not be limited to, replacement of cross ties, crossing material, and ballast, as well as the surfacing of the track. (\$4,500,000)

PE 5536 BRIDGES AND RETAINING WALLS, BNSF

This project provides for the rehabilitation of retaining walls on the BNSF commuter line. Sections of retaining wall at various locations along the right-of-way will be rehabilitated. This work typically includes complete reconstruction with steel sheet piling, concrete panels or bin wall to prevent retaining wall deterioration, which can result in destabilization of the roadbed and track shifting. (\$1,000,000)

PE 5537 BRIDGES, MED

This project provides for the rehabilitation of retaining walls on the Metra Electric. Sections of retaining wall at various locations along the right-of-way will be rehabilitated. This work typically includes complete reconstruction with steel sheet piling, concrete panels or bin wall to prevent retaining wall deterioration, which can result in destabilization of the roadbed and track shifting. (\$1,000,000)

PE 5538 BRIDGES, MWD

This project funds the improvement of bridges along the Milwaukee District North and West Lines. Improvements can include rehabilitation of timber wingwalls and fencing, cracked bearing blocks and cracked bridge seats on abutments. Specific improvements will be determined based on a survey of field conditions. (\$500,000)

PE 5540 BRIDGES AND RETAINING WALLS, UPR

This project provides for the rehabilitation of retaining walls on the UP commuter lines. Sections of retaining wall at various locations along the right-of-way will be rehabilitated. This work typically includes complete reconstruction with steel sheet piling, concrete panels or bin

wall to prevent retaining wall deterioration, which can result in destabilization of the roadbed and track shifting. (\$3,000,000)

PE 5442 BRIDGE A318, MWD

This project funds the engineering design and construction of a new second-track siding over the North Branch Chicago River at milepost 32.4 in Rondout. The new second-track siding will allow for additional train movements through the Fox Lake Subdivision, which runs northwest from Rondout to Fox Lake along the Milwaukee District North Line. (\$2,500,000)

PE 4739 275-OLD 96th AVENUE, RID

This project funds the replacement of Bridge 275 on Metra's Rock Island District. The 94-year-old bridge spans 96th Avenue in Mokena at milepost 27.5. (\$8,000,000)

PE 5541 STONEY CREEK BRIDGE, SWS

This project funds engineering design services for the replacement of the Stoney Creek Bridge on Metra's SouthWest Service. The bridge, constructed in 1917, spans Stoney Creek in Oak Lawn at milepost 16.3. Construction funds are provided in future years. (\$500,000)

PE 5542 GRAND AVENUE BRIDGE, MWD

This project funds engineering design services for the replacement of the Grand Avenue Bridge. Three mainline tracks use the bridge, including the Milwaukee District North and West Lines and the North Central Service. The bridge, constructed in 1898, spans the intersection of Grand Avenue and Homan Avenue at milepost 4.5. Construction funds are provided in future years. (\$1,000,000)

SIGNAL, ELECTRICAL & COMMUNICATIONS**PE 5149 LAKE STREET INTERLOCKER, UPR**

This project funds the modernization and upgrade of the Lake Street interlocker at the north end of the Ogilvie Transportation Center (OTC). It will replace track, track bed, switches, switch machines, switch heaters, dwarf signals and signal cable. In the future, the interlocking control machine in Lake Street Tower will be replaced by modern equipment. (\$1,000,000)

PE 5352 SIGNAL STANDARDS, MET

This project funds engineering design services for centralized train control (CTC) north of A5 on the Milwaukee District North Line. The project will enable Metra's Signal Engineering Department to create a cell library to expedite design and cost estimates of signal projects. (\$550,000)

PE 5551 SIGNAL SYSTEM IMPROVEMENTS, MED**PE 5552 SIGNAL SYSTEM IMPROVEMENTS, MWD****PE 5553 SIGNAL SYSTEM IMPROVEMENTS, RID**

This project funds the replacement of various signal infrastructure components such as junction boxes, electrical cabinets, wiring, LED lights, and other essential components on an as-needed basis. Locations and scope of work are determined upon routine inspection or failure. (\$4,000,000)

PE 5554 SWITCH LAYOUT STANDARDS, MET

This multi-year project will standardize the layout of switches on the Metra Electric, Rock Island and Milwaukee North and West lines. (\$1,382,000)

PE 5447 MWD WEST LINE SIGNALS, MWD

This project funds a multi-year signal replacement project on the Milwaukee District West Line. Seven signals will be replaced between Wood Dale and Almore. This is a project in partnership with Canadian Pacific Railway. (\$5,250,000)

PE 5388 SMART GATES, RID

This project funds the pilot and testing of a set of "smart gates" to be installed at highway-rail grade crossings in Blue Island along the Rock Island District. The smart gates project will apply new, innovative crossings that use cameras, sensors, and artificial intelligence to constantly monitor the crossing gate, signals, and guideway intrusions. When a monitor detects an anomaly, the system will send notice to the back office and dispatch a signal maintainer to perform repairs. Metra plans to eventually implement smart gates systemwide. (\$7,000,000)

PE 5457 CUS INTERLOCKERS, MET

This project funds the modernization and upgrade of outmoded interlockers at the north and south ends of Chicago Union Station (CUS) and will include, but not be limited to, new rail, ties, and ballast as needed. Costs of the project will be shared by Metra and Amtrak. (\$2,000,000)

PE 4842 16th STREET INTERLOCKER, RID

This project funds the replacement of the 16th Street interlocking with a modern solid-state automated electronic system. The interlocking is located at a junction with tracks owned by Canadian National (CN) near 16th Street in Chicago. The current interlocking plant

consists of an obsolete manual interlocking with two hand lever machines built in 1901 and 1929. There are no manufacturers of spare or replacement equipment for these machines. (\$3,000,000)

PE 5547 FACILITIES – ELEC, BNS**PE 5548 FACILITIES – ELEC, MED****PE 5549 FACILITIES – ELEC, MWD****PE 5550 FACILITIES – ELEC, RID**

These projects will provide design and construction funds for electrical engineering projects in BNSF and Metra yards. Projects can include overhead piping, fuel line replacement, cable reels and shore power work. (\$800,000)

PE 5555 CCF GENERATION, MET

This project funds an electrical engineering project at Metra's Consolidated Control Facility (CCF) for an uninterruptible power supply (UPS) system. The UPS will provide backup power to the communication system at the facility in case of ComEd power failure. (\$800,000)

PE 5363 SUBSTATION IMPROVEMENTS (JACKSON), MED

This project funds the replacement and expansion of the Jackson Substation along the Metra Electric Line. The substation rectifiers are several decades old and have long exceeded their useful life. This project is a prerequisite for additional service on the tracks leading into Van Buren St. Station. (\$10,200,000)

PE 5361 MORGAN INTERLOCKING, MWD

This project provides construction funds for the replacement of the Morgan Street Interlocker in

Chicago on Metra's Milwaukee District. The Morgan Street Interlocker and crossings were originally installed in the early 1960s. The Chicago region's extreme weather conditions and the lack of available parts make it difficult to maintain and repair the signal system. (\$3,000,000)

PE 5362 WESTERN INTERLOCKING, RID

This project provides construction funds for the replacement of the Western Avenue interlocker at Vermont and Grove Street on Metra's Rock Island District. The signal system infrastructure at Western Avenue Junction interlocker was installed in the early 1960s and has become obsolete. (\$3,000,000)

PE 5455 LAKE FOREST CROSSOVERS, MWD

This project provides construction funds for the replacement of crossovers in Lake Forest on Metra's Milwaukee District North Line. (\$5,900,000)

PE 5560 MILWAUKEE SIGNALS – NORTH, MWD

This project funds signal improvements from Rondout to Deerfield on the Milwaukee District North Line. The project will include, but not be limited to, pedestrian crossing improvements at the West Lake Forest Station and grade crossing improvements at Everett and Conway roads in Lake Forest. IDOT will also be doing improvements in conjunction with this project. (\$5,100,000)

PE 5556 CONSTANT TENSION CATENARY STUDY, MED

This project will fund an engineering study of constant tension technology for the potential application on the Metra Electric District. The existing catenary system is

currently undergoing extensive rehabilitation. Constant tension technology may be added to the catenary rehabilitation project scope pending the results of this study. (\$750,000)

PE 5151 FIBER OPTIC, MED

This project consists of the replacement of the coaxial cable and copper cable used to conduct voice and signal data on the Metra Electric District's mainline with fiber optic cable. The fiber optic cable will connect to the recent installation on the South Chicago Branch and Blue Island Branch and extend to the downtown terminal. (\$8,000,000)

PE 4947 A-20 INTERLOCKING

This project provides engineering and construction funds to modernize the A-20 Interlocking near Techny Road in Northbrook on the Milwaukee District North Line. The scope of work includes improving two grade crossings (Shermer and Techny Road), modernizing signals, and improving track between the Morton Grove Station and Deerfield Station. Work may include adding rail, switches, signals, crossovers, and renewal of track and signal circuits and cables. The project will implement a signal control system that is PTC-compatible.

PE 5557 MED IMPROVEMENT PROJECT, MED

This project funds the upgrade of the Metra Electric Line track and structure and is being undertaken in conjunction with a New Start project by the Northern Indiana Commuter Transportation District on shared tracks. (\$4,000,000)

PE 5350 COMMUNICATIONS IMPROVEMENTS, MET

This project funds the installation of communications equipment throughout the Metra system, including cameras, video

equipment, and video back-up. The new equipment will improve operating cost and service reliability by replacing analog equipment with digital equipment. (\$1,000,000)

PE 5558 DOWNTOWN PUBLIC ADDRESS SYSTEM, MET

This project funds purchase of public address (PA) equipment that will be used at various locations in Metra's downtown Chicago terminals. The new PA system will be designed to comply with the Americans with Disabilities Act (ADA). (\$1,800,000)

PE 5559 SYSTEMWIDE CAMERAS, MET

This multi-year project provides funding for the installation of up to 600 cameras annually throughout the Metra system. Upon completion of the installation of fiber optic cable along the Rock Island and SouthWest Service lines, Metra plans to install 1,300 cameras at all grade crossings and 23 stations.

PE 5561 NETWORKING EQUIPMENT, MET

This multi-year project funds the replacement of antiquated communications equipment on several Metra lines and the Union Pacific lines. (\$750,000)

PE 4746 IMPEDANCE BONDS, MET

This project funds replacement of impedance bonds that are damaged, defective, or worn. The impedance bonds are a fundamental part of the track circuit and control the current path, thus limiting power losses and assuring proper function of the protective relays. (\$200,000)

FACILITIES & EQUIPMENT

PE 5562 YARD IMPROVEMENTS, BNS

This project provides design and construction funds for yard improvement projects at the BNSF line yards including the 14th Street Yard and Hill Yard. Improvements may include, but are not be limited to, upgrading the crew facility at 14th Street, construction of a new compressed air building and compressed air piping system at Hill Yard, and the installation of new cable reel covers and switch heaters as needed. (\$3,000,000)

PE 5563 YARD IMPROVEMENTS, MED

This project provides design and construction funds for yard improvement projects at the Metra Electric district yards. Projects may include replacing, adding, or repairing ties and track, crosswalks and yard platforms, electric tubular heaters, switch machines, cable reels, and shore power. (\$1,000,000)

PE 5564 YARD IMPROVEMENTS, MWD

This project provides design and construction funds for yard improvement projects at the yard facilities along the Milwaukee District lines. Upgrades under this project will include, but are not limited to, installation of electric heating elements for switches and the installation of steel-grated boardwalks at the Western Avenue yard. Track work would include rail, ties, ballast and switches. (\$1,000,000)

PE 5565 YARD IMPROVEMENTS, RID

This project provides design and construction funds for yard improvement projects at Rock Island District yard facilities. This project involves, but is not limited

to, replacing ties, crosswalks and platforms with steel-grated platforms. (\$500,000)

PE 5566 YARD IMPROVEMENTS, UPR

This project involves, but is not limited to, replacing ties, crosswalks and platforms with steel-grated platforms. Metra will also purchase and install a wheel-truing machine. The machine grinds the surface of the railcar wheel to make it smooth and even.

PE 5567 MILLENIUM STATION BOILERS, MED

The project funds the replacement of the station's five existing boilers and associated equipment, which are at the end of their useful lives. (\$2,180,000)

PE 5568 WESTERN AVE YARD OIL SEPARATION, MWD

This project funds the replacement of the oil separation system at the diesel repair facility in the Western Avenue Yard. The existing system is nearing the end of its useful life and is increasingly at risk of failure. (\$890,000)

PE 5569 M19A WASTEWATER TREATMENT, UPR

This project funds the replacement of the wastewater treatment system at the M19A locomotive facility. The existing system is nearing the end of its useful life and is increasingly at risk of failure. Union Pacific will be tasked with completing design engineering and the installation of the new system. (\$2,945,000)

PE 5466 CREW FACILITIES, MET

This project includes, but is not limited to, renovation of existing crew facilities or construction of new crew facilities at existing yard locations across the Metra system. Work may include design of and renovations to interior

spaces such as office spaces, locker rooms, and training facilities. (\$2,000,000)

PE 5570 RIGHT OF WAY EQUIPMENT, MET

This project funds the purchase of various pieces of equipment to be used by Metra's Engineering Department. Equipment purchased under this project will include end loaders, track backhoes, hi-rail equipment for track inspection, track tampers, track stabilizers, tie cranes, and other equipment. (\$9,000,000)

PE 5571 EQUIPMENT & VEHIC MECH, MET

This project provides for the purchase and rehabilitation of vehicles and equipment utilized by Metra's Mechanical and Engineering Departments to help service and maintain Metra's fleet at the various yards. This project includes, but is not limited to, vehicles used for supervision of fieldwork, small pickup trucks, various forklift trucks and car movers. The existing equipment has surpassed its useful life. (\$3,000,000)

PE 5062 AUTOMATED PASSENGER COUNTERS, MET

This project provides funds for the purchase of automatic passenger counters (APC) to be installed on Metra railcars. APCs will be used for real-time counting of ridership on Metra lines. (\$1,000,000)

PE 5572 OFFICE EQUIPMENT, MET

This project funds the purchase of various pieces of equipment and office furniture to replace equipment that has exceeded its useful life. The equipment will be used at Metra storehouses and at the 547 W. Jackson building. (\$275,000)

PE 5573 IT COMPONENTS & SERVICES, MET

Funds purchases of various pieces of equipment that will be used at Metra headquarters and outlying Metra facilities. Purchases may include, but are not limited to, replacement of obsolete information technology infrastructure, upgrade network switches, computers and printers, copiers, new and replacement servers, financial system software, and other software. (\$1,723,000)

PE 5574 TROI-NET, MET

The TROI-Net Station Displays Project is the design and rollout of the next generation of Metra's VIS Signs. Instead of one VIS sign per station, TROI-Net Station Displays will be installed at multiple locations at most stations. To meet accessibility requirements of the Americans with Disabilities Act (ADA), the TROI-Net Station Displays will provide the same visual information as Metra's current audio/visual station announcements. TROI-Net Station Displays will also provide live train-tracking information, customer information messages and emergency messages for Metra customers. (\$2,636,320)

PE 5575 TICKET VENDING MACHINES, MET

This project funds the first phase of the installation of up to 310 ticket vending machines (TVMs) at select stations throughout the Metra system. The TVMs will offer a variety of ticket purchasing options and make purchasing tickets faster, easier, and more convenient for Metra customers. The TVMs will be fully ADA-accessible and will offer the ability to purchase tickets using contactless cards and mobile wallet applications. (\$12,650,000)

PE 5576 BUILDING IMPROVEMENTS, MET

This project funds improvements at the 547 W. Jackson building. Projects may include the installation of a stairwell pressurization system and the replacement of the building's HVAC system. All work will comply with City of Chicago building codes. (\$5,000,000)

PE 5453 CENTRAL WAREHOUSING, MET

This project will fund the renovation of an existing warehouse facility that Metra acquired to centralize warehousing for materials that support support the railroad's activities. The central warehouse will combine four existing buildings that are currently overcrowded and will create efficiencies by allowing Metra to buy supplies in larger quantities and lower delivery costs. (\$2,000,000)

PE 5171 GPS/TRAIN TRACKING, MET

This project funds the replacement of the GPS system used to track train locations, which has exceeded its useful life. The new system also will replace the onboard announcement system and onboard signs on the entire fleet. Metra will also install automatic passenger counters and event recorders. The new system will maintain the necessary current functions, with the potential to add video surveillance, customer information displays and an information system. This project will enable Metra to track trains, count passengers and provide information with one system. (\$4,715,000)

STATIONS & PARKING**PE 5475 SYSTEMWIDE STATION SIGNS, MET**

This project will fund the replacement of all Metra station identification throughout the system. These signs were installed in the early 1980s and are reaching the end of useful life. The new signs will be designed to comply with the Americans with Disabilities Act (ADA). (\$1,500,000)

PE 5478 ELEVATOR REPLACEMENT, MET

This project will replace or renovate elevators at various stations across the Metra system. (\$1,450,000)

PE 5580 PLATFORM IMPROVEMENTS, MET

This project funds Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA). Platform and access projects will be completed as needed. (\$5,000,000)

PE 5581 SYSTEMWIDE STATION IMPROVEMENTS, MET

This project element includes, but is not limited to, the rehabilitation of Metra station facilities, more specifically the rehabilitation or replacement of roofs, masonry, door and window replacement, concrete work, floors, ceilings, lighting, drainage, stairs, guardrails, handrails, benches, shelters, and canopies. (\$5,000,000)

PE 5583 PARKING LOT IMPROVEMENTS, MET

This project funds major parking lot renovations and collection boxes throughout the system. Parking lots may need to be overhauled even if the station is in good condition. This project will do so without depleting

funds from the station projects. (\$1,000,000)

PE 5584 BICYCLE PARKING, MET

Metra was awarded CMAQ grants for the purchase and installation of bicycle parking facilities at stations across the system. Specific locations are to be determined. (\$306,00)

PE 5384 ELMHURST STATION, UPR

This project funds Metra's portion of a larger station renovation/expansion in Elmhurst. It will leverage CMAQ funds obtained by the Village of Elmhurst to construct a larger station to accommodate the growing ridership. (\$2,000,000)

PE 4676 SOUTH WATER ST. STATION, MED

This project provides construction funds to rehabilitate the South Water Street station access points and station facility along the Metra Electric. The repair work may include, but is not limited to, replacement of floors and the suspended ceiling in the waiting area, updated lighting fixtures, restroom updates, and upgraded heating and air conditioning. (\$2,000,000)

PE 4784 VAN BUREN ST. STATION, MED

This project provides construction funds to fully rehabilitate the historic Van Buren Street Station on the Metra Electric District. The project will renovate existing station components including, but not to be limited to, passenger loading platforms, construction of a pedestrian bridge, installation of elevators to the platforms and platform shelters, and waterproofing of the facility's ceilings. Design engineering services for the station rehabilitation are currently underway. (\$9,800,000)

PE 5474 OGILVIE TILE REPLACEMENT, UPR

This project will fund replacement of the tile flooring in the Ogilvie Transportation Center concourse. This project will install vapor barriers and replace existing floor tiles with new slip-resistant floor tiles where necessary. (\$250,000)

PE 4479 59th/60th ST. (U. of CHICAGO) STATION, MED

This project funds the complete rehabilitation of the 59th/60th Street (U. of Chicago) station facility in Chicago along the Metra Electric Line. As part of the project, the 60th Street entrance will be reopened. Additional project elements include, but may not be limited to, lighting, sidewalk, bike facilities, landscape enhancements and other related work. The project will leverage \$2,500,000 from the University of Chicago. (\$9,000,000)

PE 5182 79th STREET STATION, MED

This project funds the complete rehabilitation of the 79th Street station facility in Chicago along the Metra Electric. The project scope includes the repair or replacement of aging shelter enclosures, station lighting upgrades, and platform renovation work. Additional project elements may include, but are not limited to, sidewalk repairs, upgraded bike facilities, landscape enhancements, bench repairs, and other related work as needed. (\$5,000,000)

PE 5485 WESTMONT STATION, BNS

This project funds the installation of a new heated-platform technology requested by the village. The heated platform will reduce the amount of snow and ice build-up during winter months, nearly eliminating the

need for manual snow removal. (\$2,000,000)

PE 5479 SHELTERS, MET

This project funds the installation of shelters at stations across the system. Specific locations are to be determined, based on existing conditions and demand. Shelters will be prefabricated structures and may include on-demand heating elements. (\$3,000,000)

SUPPORT ACTIVITIES**PE 5590 INFRASTRUCTURE ENGINEERING, BNS****PE 5591 INFRASTRUCTURE ENGINEERING, MED****PE 5592 INFRASTRUCTURE ENGINEERING, MWD****PE 5593 INFRASTRUCTURE ENGINEERING, RID****PE 5594 INFRASTRUCTURE ENGINEERING, UPR****PE 5595 INFRASTRUCTURE ENGINEERING, MET**

This project funds various engineering responsibilities for capital projects. Metra's Engineering Department as well as consultant engineers provide support to capital projects. The associated professional consultant services include design engineering and/or construction management in the areas of civil, structural, electrical, mechanical, signal, communications and environmental engineering. (\$2,400,000)

PE 5195 TRANSIT ASSET MANAGEMENT, MET

This project funds the continuation of Metra's comprehensive asset assessment. This phase will consist of hiring a consultant to assist with the monitoring and implementation of Metra's Transit Asset Management Plan as required by the Federal Transit Administration. (\$2,300,000)

PE 5488 PROJECT DEVELOPMENT, MET

This project will allow Metra to undertake studies to advance major capital projects and secure grant funding. (\$500,000)

PE 5489 PROGRAM MANAGEMENT, MET

This project will fund the professional services of a consultant team to provide additional program management capacity made necessary by the extra funding from the state of Illinois. (\$10,000,000)

PE 5589 PROJECT ADMINISTRATION, MET

This project funds the activities associated with the administration of capital grants and the projects included in those grants. This includes only those labor, fringe and overhead costs covered by Metra's cost allocation plan. Examples of the types of activities associated with the administration of capital grants are budget revisions, requisitions, quarterly reports and reconciliation of expenses done at project closeout. Metra funds associated with capital grant administration are recognized as capitalized costs under Generally Accepted Accounting Principles (GAAP). (\$1,000,000)

PE 5599 CONTINGENCIES, MET

This project funds both emergencies and unanticipated capital needs that arise throughout the course of the program year. Items covered require immediate attention and cannot wait for inclusion in the budget for the forthcoming program year. Contingencies are necessary to fund emergency activities to prevent project and service delays. (\$1,732,229)

Exhibit 11

**PROPOSED 2021-2025 CAPITAL PROGRAM
CORE PROGRAM**

(\$ in thousands)

Description	2021	2022	2023	2024	2025	Total 2021-2024	Total 2021 - 2025
Rolling Stock							
Locomotive Improvements	\$36,535	\$62,050	\$28,800	\$0	\$0	\$127,385	\$127,385
Car Rehabilitation	\$33,442	\$30,100	\$44,053	\$44,261	\$39,277	\$151,856	\$191,132
New Rolling Stock	\$61,567	\$78,275	\$252,474	\$117,426	\$84,844	\$509,742	\$594,586
Fleet Component Overhaul	\$9,600	\$11,400	\$8,800	\$8,500	\$8,500	\$38,300	\$46,800
Subtotal	\$141,144	\$181,825	\$334,127	\$170,187	\$132,620	\$827,283	\$959,903
Bridges, Track & Structure							
Ties and Ballast	\$9,026	\$8,330	\$8,750	\$8,750	\$9,000	\$34,856	\$43,856
Rail	\$18,200	\$7,550	\$7,800	\$7,668	\$7,668	\$41,218	\$48,886
Crossings (Road and Track)	\$4,500	\$5,500	\$4,250	\$4,500	\$4,500	\$18,750	\$23,250
Bridges	\$12,900	\$27,500	\$12,000	\$25,250	\$1,100	\$77,650	\$78,750
Retaining Wall Rehabilitation	\$3,500	\$1,000	\$1,500	\$1,500	\$1,500	\$7,500	\$9,000
Structural Upgrades	\$0	\$750	\$750	\$750	\$750	\$2,250	\$3,000
Subtotal	\$48,126	\$50,630	\$35,050	\$48,418	\$24,518	\$182,224	\$206,742
Signal, Electrical & Communications							
Signal System Upgrades	\$22,932	\$29,382	\$44,782	\$39,382	\$5,782	\$136,478	\$142,260
Interlockings	\$26,100	\$19,500	\$10,400	\$7,000	\$18,000	\$63,000	\$81,000
Electrical System Improvements	\$26,850	\$12,540	\$26,390	\$13,960	\$13,760	\$79,740	\$93,500
Subtotal	\$75,882	\$61,422	\$81,572	\$60,342	\$37,542	\$279,218	\$316,760
Facilities & Equipment							
Yard Improvements	\$12,015	\$12,300	\$6,100	\$10,100	\$10,100	\$40,515	\$50,615
Building Improvements	\$9,000	\$6,000	\$5,500	\$5,500	\$5,500	\$26,000	\$31,500
Equipment and Vehicles	\$34,999	\$17,280	\$17,924	\$18,174	\$10,525	\$88,376	\$98,901
Financial Systems Replacement	\$0	\$0	\$0	\$1,000	\$1,000	\$1,000	\$2,000
Subtotal	\$56,014	\$35,580	\$29,524	\$34,774	\$27,125	\$155,891	\$183,016
Stations & Parking							
Stations & Parking	\$47,306	\$64,276	\$68,050	\$40,850	\$33,150	\$253,632	\$253,632
Subtotal	\$47,306	\$64,276	\$68,050	\$40,850	\$33,150	\$253,632	\$253,632
Support Activities							
Technical Studies	\$2,900	\$2,600	\$2,750	\$3,000	\$3,000	\$11,250	\$14,250
Project Administration	\$13,300	\$13,000	\$12,750	\$15,000	\$15,000	\$54,050	\$69,050
Metra Capital Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Locally Funded Projects	\$0	\$4,038	\$4,349	\$0	\$0	\$8,387	\$8,387
Contingencies	\$1,732	\$1,677	\$2,045	\$1,957	\$1,913	\$7,411	\$9,324
Unanticipated Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$17,932	\$21,315	\$21,894	\$19,957	\$19,913	\$81,098	\$101,011
Grand Total*	\$386,404	\$415,048	\$570,217	\$374,527	\$274,868	\$1,779,347	\$2,021,064

*May not total due to rounding



2021 BUDGET OVERVIEW

Metra's 2021 operating budget and 2022-2023 financial plan meet the RTA's revenue recovery ratio and balanced budget requirements, but only through using CARES Act funding and achieving significant, but not yet fully identified cost reductions. Metra's 2021 operating budget and 2022-2023 financial plan assumes that ridership will increase to 80 percent of pre-COVID levels by the end of 2022 and throughout 2023. Correspondingly, service levels will increase but will be constrained by timing and magnitude of the recovery in passenger revenues and sales taxes. The RTA projects operating funding available in 2021 to be 21.6 percent lower than 2020, 2022 funding to be 6.0 percent higher than 2021, and 2023 funding to be 5.8 percent higher than 2022.

The budget and financial plan presented in this document is based upon the terms of contractual agreements and reasonable estimates from currently available information. Additional information about revenues and expenses is provided on the following pages and in **(Exhibits 12-15 pages 34-36)**.

For the period 2021 through 2023, expenses are estimated to increase in accordance with the terms of current contracts and agreements, or with projections of market indices, as applicable. Staff will continue to examine 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.



PASSENGER REVENUE

Passenger revenue for 2021 is expected to be lower than the 2020 budget by more than \$239.6 million, or 66 percent. This decrease is consistent with the budget assumption that ridership increases from a projected 20 percent of pre-COVID levels at the beginning of 2021 to 50 percent of pre-COVID levels by the end of 2021 – averaging 34 percent of pre-COVID levels throughout the year. There is no fare increase budgeted for 2021.

CARES ACT FUNDING

To balance its budget, Metra expects to use \$205.9 million of total CARES Act funding in 2021. Of this amount, \$184.0 million will be characterized as revenue replacement for revenue recovery ratio purposes and the remaining \$21.9 million characterized as sales tax replacement.

REDUCED FARE REIMBURSEMENT

Reduced fare reimbursement is budgeted to be \$1.6 million for 2021, flat with the 2020 Budget.

LEASES AND OTHER CONTRACTS

The 2021 budget for revenue from leases and other contracts has been decreased by \$10.0 million, or 23.5 percent from 2020 levels, reflecting anticipated lower interest income, lower advertising income, lower trackage income and less track and crossing project work on behalf of the state.

TOTAL OPERATING EXPENSES

The 2021 operating budget projects a decrease of \$127.4 million, or 15.4 percent, compared to the 2020 operating budget. The budgeted operating expense decrease is largely due to reduced costs related to running a lower level of service, labor cost savings and spending reductions for materials and services. To achieve total operating expenses of \$700 million in 2021, there will need to be additional cost savings that have not been completely and specifically identified.

OPERATIONS AND MAINTENANCE

The 2021 budget for operations and maintenance, which represents about 78 percent of Metra's operating costs, is projected to decrease by \$102.1 million or 15.8 percent over 2020. This category is made up of the transportation, engineering and mechanical functions. The transportation category includes the operation of weekday trains across the system and supporting our customers with ticket and station services, the Chicago Union Station, Ogilvie Transportation Center and LaSalle Street downtown stations as well as the Metra Police Department. The engineering category includes activities related to the inspection, repair and maintenance of 242 stations,

1,155 miles of track, 847 bridges, 2,000 signals and other infrastructure. The mechanical category includes activities related to the inspection, repair and maintenance of 1,220 pieces of equipment used in commuter service, consisting of locomotives, railcars and the fleet of electric cars used to operate the Metra Electric Line service.

Metra's operations and maintenance budget for 2022 is projected to decrease by 5.3 percent over the 2021 budget and to grow by 1.7 percent over the 2022 plan by 2023.

ADMINISTRATION

The 2020 budget for administration, which represents about 14 percent of Metra's operating costs, is projected to decrease by \$5.9 million or 5.7 percent compared to 2020. For the plan years of 2022 and 2023, administration costs are projected to be flat to the 2021 level.

DIESEL FUEL

Diesel fuel for 2021 is budgeted at \$35.1 million, representing a \$19.7 million decrease from the 2020 budget, reflecting savings related to both "locking in" 2021 fuel purchases at favorable rates and less usage due to operating at a reduced service level. For 2022 and 2023, Metra's projected expense for diesel fuel is \$41.0 million and \$55.3 million, respectively, reflecting increased diesel fuel usage as service levels increase.



METRA ELECTRIC LINE ELECTRICITY

Metra Electric Line electricity for 2021 is budgeted at \$3.5 million, which is \$1.8 million or 34.0 percent lower than the 2020 budget. For 2022 and 2023, Metra's projected expense for Metra Electric Line Electricity is \$4.0 million and \$4.3 million, respectively, reflecting increased usage as service levels increase.

CLAIMS AND INSURANCE

Claims and insurance for 2021 is budgeted at \$18.3 million, which is a \$2.1 million or a 13.0 percent increase from the 2020 budget, driven mostly by increased insurance premiums. For 2022 and 2023, expenses in this category are projected to increase 2 percent each year.

SUMMARY

Exhibit 12 on page 34, presents Metra's 2021 budget, while **Exhibit 14 on page 35** summarizes Metra's 2021 budget and its 2022-2023 financial plan. Metra's budget and financial plan are presented in a manner consistent with its financial statements, with adjustments in format, as appropriate, for illustrative purposes. Revenues are recognized when earned and expenses are recorded in the period in which goods and services are used. Metra's 2021 projected cash flow summary is included on **page 36 as Exhibit 15**.



Exhibit 12

METRA OPERATING BUDGET COMPARISONS 2020 BUDGET AND 2021 BUDGET

(\$ in millions)

	2020 Budget	2021 Budget	Growth Amt.	%
Revenues				
Passenger Revenue	\$363.0	\$123.4	(\$239.6)	-66.0%
CARES Act Funding - Revenue Replacement	\$0.0	\$184.0	184.0	NMF
Reduced Fare Subsidy	1.6	1.6	0.0	0.0%
Other Income (Leases, etc.)	42.5	32.5	(10.0)	-23.5%
Total Revenues	\$407.1	\$341.5	(\$65.6)	-16.1%
Operating Expenses				
Cost of Operations - Full Service	646.7	669.5	22.8	3.5%
Targeted Cost Savings - For Operations	0.0	(124.9)	(124.9)	NMF
Subtotal - Operations	646.7	544.6	(102.1)	-15.8%
Administration	104.4	98.5	(5.9)	-5.7%
Diesel Fuel	54.8	35.1	(19.7)	-35.9%
Metra Electric District Electricity	5.3	3.5	(1.8)	-34.0%
Claims & Insurance	16.2	18.3	2.1	13.0%
Total Operating Expenses	\$827.4	\$700.0	(\$127.4)	-15.4%
Total Funded Deficit	\$420.3	\$358.5	(\$61.8)	-14.7%
Metra Sales Taxes	429.2	336.6	(92.6)	-21.6%
Add: ICE Funding for Operations	0.0	0.0	0.0	0.0%
Add: CARES Act Funding - Sales Tax Replacement	0.0	21.9	21.9	NMF
Total Funds for Operating	429.2	358.5	(70.7)	-16.5%
Funding for Capital	(6.0)	0.0	6.0	-100.0%
Total Funding Available for Operating	\$423.2	\$358.5	(\$64.7)	-15.3%
Excess / (Shortfall) of Funds	2.9	0.0	(2.9)	
Recovery Ratio	52.5%	53.0%		
Recovery Ratio Additions	\$2.1	\$2.0		
Recovery Ratio Exclusions	\$48.1	\$52.3		

Exhibit 13

CALCULATION OF 2021 - 2023 FAREBOX RECOVERY RATIOS

(\$ in millions)

Year	2021	2022	2023
System Generated Revenues*	\$341.5	\$325.9	\$338.0
Additions to Recovery Ratio Revenues	2.0	2.0	2.0
Farebox Recovery Ratio Revenue	343.5	327.9	340.0
Total Operating Expenses	\$700.0	\$678.0	\$702.0
Exclusions from Recovery Ratio Expenses	52.3	53.3	54.4
Farebox Recovery Ratio Expenses	\$647.7	\$624.7	\$647.6
Revenue Recovery Ratio	53.0%	52.5%	52.5%

*As augmented by CARES funding

Exhibit 14

2021 BUDGET SUMMARY AND 2022-2023 FINANCIAL PLAN

(\$ in millions)

	2021 Budget	Growth	2022 Plan	Growth	2023 Plan
Revenues:					
Passenger Revenue	\$123.4	95.2%	\$240.9	25.1%	\$301.4
CARES Act Funding - Revenue Replacement	\$184.0	-72.3%	\$50.9	-100.0%	\$0.0
Reduced Fare Subsidy	1.6	0.0%	1.6	0.0%	1.6
Other Income (Leases, etc.)	32.5	0.0%	32.5	7.7%	35.0
Total Revenues	\$341.5	-4.6%	\$325.9	3.7%	\$338.0
Operating Expenses					
Cost of Operations - Full Service	669.5	3.5%	693.2	3.3%	716.0
Targeted Cost Savings - for Operations	(124.9)	42.0%	(177.4)	7.8%	(191.1)
Subtotal - Operations	\$544.6	-5.3%	\$515.8	1.7%	\$524.9
Administration	98.5	0.0%	98.5	0.0%	98.5
Diesel Fuel	35.1	16.8%	41.0	34.9%	55.3
Metra Electric District Electricity	3.5	14.3%	4.0	7.5%	4.3
Claims & Insurance	18.3	2.0%	18.7	2.0%	19.0
Total Operating Expenses	\$700.0	-3.1%	\$678.0	3.5%	\$702.0
Total Funded Deficit	\$358.5	-1.8%	\$352.1	3.4%	\$364.0
Metra Sales Taxes	336.6	6.0%	356.9	5.8%	377.7
Add: ICE Funding for Operations	0.0		0.0		0.0
Add: CARES Act Funding - Sales Tax Replacement	21.9	-100.0%	0.0		0.0
Funds Available for Operating	\$358.5	-0.4%	\$356.9	5.8%	\$377.7
Capital Fare Funding	0.0	NMF	(4.8)	NMF	(13.7)
Total Funds Available for Operating	\$358.5	-1.8%	\$352.1	3.4%	\$364.0
Excess / (Shortfall) of Funds	0.0		0.0		0.0
Recovery Ratio	53.0%		52.5%		52.5%
Recovery Ratio Additions	\$2.0		\$2.0		\$2.0
Recovery Ratio Exclusions	\$52.3		\$53.3		\$54.4

Exhibit 15

METRA 2021 PROJECTED CASH FLOW SUMMARY

(\$ in millions)

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Beginning Balance	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	
Operating Revenue	8.4	8.7	10.0	11.1	11.5	13.2	14.8	14.7	15.3	15.7	16.0	18.1	157.5
Cares Act Funding - Revenue Replacement	16.8	17.5	11.9	22.5	23.6	16.0	13.4	13.5	13.8	12.5	12.2	10.5	184.0
Capital Farebox Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Operating Revenue	25.2	26.2	21.9	33.6	35.1	29.2	28.2	28.2	29.1	28.2	28.2	28.6	341.5
RTA Sales Tax Month Paid	33.2	32.1	36.4	24.7	23.2	24.2	23.9	27.6	29.2	26.6	27.2	28.8	337.0
ICE (Per RTA Schedule)	0.3	0.3	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	4.4
RTA Sales Tax / State PTF	33.5	32.5	36.8	25.1	23.6	24.5	24.3	28.0	29.6	26.9	27.6	29.1	341.4
Other State Funds (Bond & PAYGO)	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.0	16.0	16.0	192.9
Cares Act Funding - Revenue Replacement	0.0	0.0	0.0	0.0	0.1	5.0	6.2	2.5	0.0	3.6	3.0	1.4	21.9
Capital Grants													
FTA	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.7	189.5
RTA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CMAQ	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Subtotal	15.8	15.8	15.8	15.8	15.8	16.1	15.8	15.8	15.8	15.8	15.8	15.7	189.8
Total Cash Receipts	90.5	90.5	90.6	90.5	90.6	90.9	90.6	90.6	90.7	90.6	90.6	90.9	1,087.5
Operating Expenses	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.4	58.4	58.4	58.4	700.0
Total Operating Expenses	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.4	58.4	58.4	58.4	700.0
Capital Projects													
FTA/RTA/IDOT	32.2	32.2	32.3	32.2	32.3	32.6	32.3	32.3	32.3	32.2	32.2	32.1	387.1
Metra	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Projects	32.2	32.2	32.3	32.2	32.3	32.6	32.3	32.3	32.3	32.2	32.2	32.1	387.1
Total Cash Disbursements	90.5	90.5	90.6	90.5	90.6	90.9	90.6	90.6	90.7	90.6	90.6	90.5	1,087.1
Ending Balance	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.0	\$395.4	

COMMUTER RAIL BOARD ORDINANCE NO. MET 20-12

Preliminary Budgets

BE IT ORDAINED:

1. The Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Division") hereby releases the Preliminary 2021 Operating and Capital Program and Budget, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program for Public Hearings and public discussion.
2. The Board of Directors of the Commuter Rail Division also authorizes said Public Hearing(s), and they will be virtually conducted and made available to the public within Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County with times and locations as specified in the Legal Notice. This is in compliance with Section 3B.10 of the Regional Transportation Authority Act, (70 ILCS 3615/3B.10).
3. The Preliminary 2021 Operating and Capital Program and Budget, the 2021- 2023 Financial Plan, and the 2021-2025 Capital Program may contain various scenarios that are being contemplated. The Commuter Rail Division will review all the public comments received at Public Hearings and other comments received from the public.

Approved: October 6, 2020





PUBLIC NOTICE

Commuter Rail Board (Metra) Public Hearings on Proposed Operating and Capital Program and Budget for Fiscal Year 2021, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program.

PUBLIC NOTICE IS HEREBY GIVEN that the Board of Directors of the Commuter Rail Division of the Regional Transportation Authority ("Commuter Rail Board") hereby releases the Preliminary 2021 Operating and Capital Program and Budget, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program for Public Hearings and public discussion. In the FY2021 Program and Budget, there are no fare increases and service level will still remain in the reduced state due to the COVID 19 pandemic.

Unlike normal practice and timeline, Metra did not receive the funding estimates from the RTA by September 15, 2020, as required pursuant to 70 ILCS 3615/4.11(a). Therefore, Metra will present one or more budget scenarios to the public that are proposed based on reasonable assumptions derived from previous RTA funding estimates provided to the Metra in the years past. The Preliminary 2021 Operating and Capital Program and Budget, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program may be subject to change, particularly should the actual RTA funding estimates received at a later date be different than Metra's estimates.

Any person wishing to present views may do so by participating in the virtual public hearing. The public has the ability to pre-register if they wish to participate during the public hearing. Pre-registration is not required in order to participate in the virtual public hearing. If you do not wish to pre-register but would still like to participate in the virtual public hearing, please skip to Section II below for instructions.

During pre-registration, Metra will ask you to enter your first name, last name, and email address. To facilitate the virtual public hearing efficiently, Metra will first call on those by name who pre-registered, and then give all those who wish to provide comments an opportunity to participate.

Section I: Steps to pre-register for the virtual public hearing

Step 1: Log on to your computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).

Step 2: Once on the home page of your webpage browser, please enter the following website URL, www.Webex.com, in the internet browser search bar on top of the browser homepage.

Step 3: Once on the Webex homepage, please click on "Join" in the top right-hand of the homepage.

Step 4: You will be prompted to enter the meeting ID number: 173 643 2679.

Step 5: You will be prompted to enter the meeting password: 2021budget. Then press "register".

Step 6: Complete the form by entering your first name, last name, and email address. Press "register now". You will receive confirmation that the registration request was received by Metra. Metra's meeting host will soon confirm your request and email meeting access instructions directly to you.

Section II: For those who do not wish to pre-register, but would still like to participate in the public hearing

Please visit the following link: <https://metrarr.webex.com/metrarr/j.php?MTID=m2cdb991571eb71a7bcc4933eb329b6e3> on November 5, 2020 between 4 p.m.-7 p.m. to present your comments. The virtual public hearing can also be attended by dialing toll free 844-517-1442 and entering access code: 173 643 2679 or by submitting written material at any time, but not later than 24 hours after the conclusion of the hearings on November 5, 2020.

Written comments via U.S. mail can be sent to the attention of Karen Hullinger, Assistant Secretary to the Commuter Rail Board, Room 1300, 547 West Jackson Boulevard, Chicago, Illinois, 60661. Comments will also be accepted via voicemail to (312)322-1006, email to 2021budgetcomments@metrarr.com or faxed to 312-322-7094. The virtual public hearing will be recorded, and a copy will be retained by Metra in compliance with Illinois law.

Copies of the proposed Operating and Capital Program and Budget for Fiscal Year 2021 together with the Fiscal Years 2021-2023 Financial Plan, and Fiscal Years 2021-2025 Capital Program, will be available for public inspection after Oct. 6, 2020 at the offices of the Metra Board, Room 1300, 547 W. Jackson Boulevard, Chicago, Illinois, and in the offices of the Regional Transportation Authority, 175 West Jackson Boulevard, Chicago, Illinois. The document will be available for viewing on the www.metrarail.com website on Oct. 6, 2020 and will be available at city and village offices in the six-county northeastern Illinois region seven (7) days prior to the hearings.

Reasonable auxiliary aids or services necessary to afford an individual with a disability equal opportunity to participate will be provided. Persons requiring assistance are requested to notify Metra of their needs well in advance to provide sufficient time to make these accommodations. Requests for service should be made to Kim Borges at 312-322-8023.



VIRTUAL PUBLIC HEARING

FY2021 METRA PROPOSED PROGRAM AND BUDGET PUBLIC HEARING SCHEDULE

The public hearing for Metra's Preliminary 2021 Operating and Capital Program and Budget, the 2021-2023 Financial Plan, and the 2021-2025 Capital Program will be conducted virtually on **Thursday, November 5, 2020 from 4 p.m to 7 p.m.**

The hearing will be available to the public within Cook, DuPage, Kane, Lake McHenry and Will counties through Webex. Information for members of the public wishing to attend the hearing is below:

<https://metrarr.webex.com/metrarr/j.php?MTID=m2cdb991571eb71a7bcc4933eb329b6e3>

Meeting code: 173 643 2679

Password: 2021budget

Attendees can also call in to access the hearing via phone. **The number is (844) 517-1442, access code 173 643 2679.**



PROTECTING YOUR RIGHTS

Metra is committed to ensuring 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, in accordance with Title VI of the Civil Rights Act of 1964, and pursuant to 49 CFR 21.9 (d).

Metra fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities.

For additional information regarding Metra's nondiscrimination obligations, please contact:

Metra's Office of Business Diversity & Community Relations

Attn: Title VI Manager
547 W. Jackson Blvd., 10 East
Chicago, IL 60661
metradbe@metrarr.com
312.322.8093 (Fax)
Or visit our website at metrarail.com

METRA'S CITIZENS ADVISORY BOARD

Jonathan F. McCabe – Chairman
Representing West Suburban Mass Transit District

Betty DuPar
Representing South Suburban Mass Transit District

William Sippel
Representing DuPage County

Dr. Maria H. Coons
Representing suburban Northwest Cook County

Lawrence Falbe, Esq.
Representing Lake County

Jean E. Gonzalez
Representing suburban North Cook County

Ryan Peterson
Representing Kane County

Michelle Machay
Representing suburban Southwest Cook County

Patricia Mahon
Representing suburban South Cook County

Richard Dombrowski
Representing Will County

Robert J. Nunamaker
Representing McHenry County

Robert Hart
Representing the City of Chicago

NOTES

NOTES

The Metra logo is displayed in a white, italicized, sans-serif font with a horizontal line underneath the letters 't' and 'r'. It is positioned on a dark blue background that forms a diagonal shape on the left side of the image.

Metra

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

