

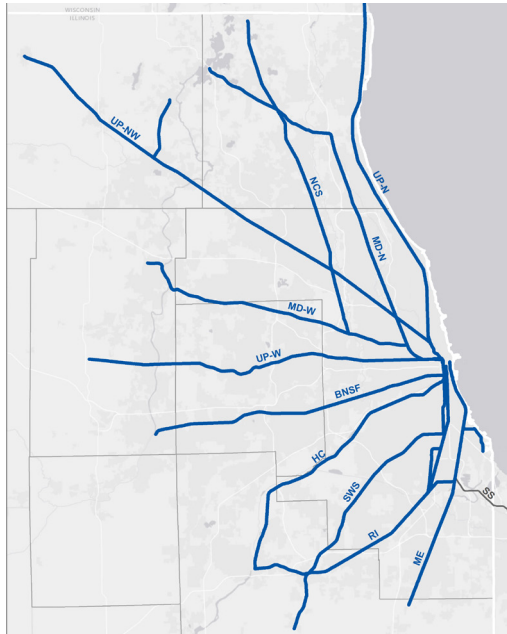
2020

**State of the
System Report**

Line-Level Fact Sheets



DIVISION OF
Strategic Planning
and Performance
November 2020



Introduction

System at a Glance

- › System Route Length: 488 miles
- › System Track Length: 1,155 miles
- › Parking Spaces: 90,483
- › 54% of Metra riders drive while 26% walk or bike to their boarding station
- › 2% more people live and work in the Metra service area than did in 2010
- › System ridership decreased 10% over the past 10 years
- › Annual Estimated Passenger Trips (2019): 74.0 million
- › Average Trip Length (2019) : 22.3 miles
- › Average Fare Paid (2019) : \$4.99
- › Number of Weekday Trains (Dec 2019): 692
- › Number of Saturday Trains (Dec 2019): 273
- › Number of Sunday Trains (Dec 2019): 181
- › On-Time Performance (2019): 94.6%
- › Number of Stations: 242



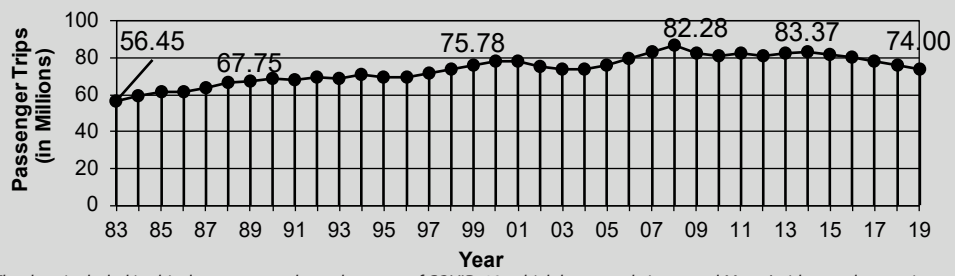
- › 50% of riders are female, 50% are male
- › 94% of riders are between the ages of 18 and 64
- › 69% of riders are white, 13% Black, 10% Asian, 7% Hispanic
- › 41% of riders have household incomes between \$100k-\$200k
- › 91% of trips are work-related
- › 8% of weekday trips are intermediate (do not begin or end in downtown Chicago)



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

- Metra's Mission Statement

Figure 1: Annual System Ridership

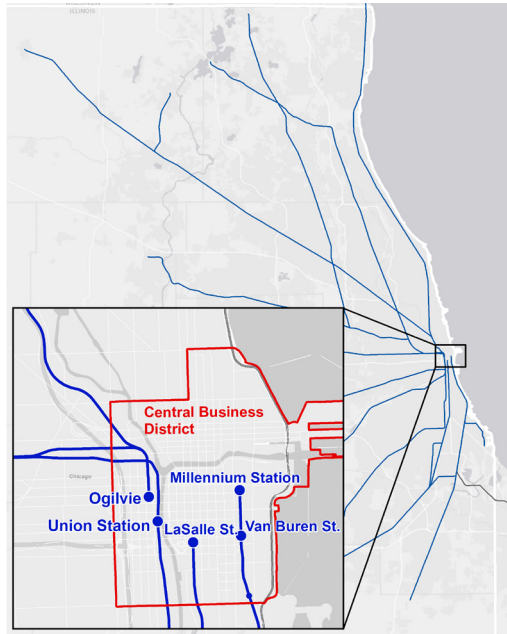


The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information about South Shore Trains, visit NICTD's website at: mysouthshoreline.com

Table 2: System-wide Weekday Boardings

Time of Day	Inbound	Outbound
AM Peak	111,519	6,893
Midday	13,011	12,720
PM Peak	8,635	102,348
Evening	2,481	10,226
TOTAL	135,646	132,187

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



Central Business District

CBD at a Glance

- › 92% of weekday riders travel to the CBD
- › Nearly 90,000 travel to downtown stations on a typical weekday
- › 85% downtown Metra riders walk to their destination
- › 624,080 workers are employed in the CBD
- › 113,705 residents live in the CBD
- › Union Station is in the midst of the CUS Master Plan to reduce station crowding and boost capacity, among other major improvements
- › Van Buren St. Station is undergoing design for major station reconstruction, including the rebuilding of the tunnel, roof, platforms and canopies



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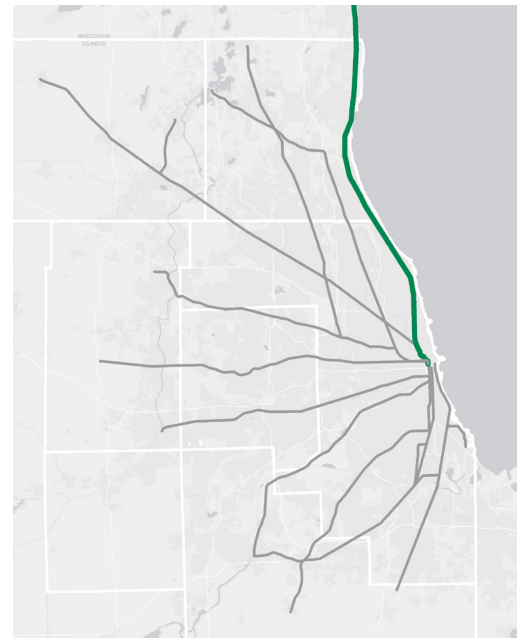
TABLE 1: DOWNTOWN STATION RIDERSHIP

Station	Total Alightings	Share of Alightings	AM Boardings	Lines Served
Union Station	55,979	45%	1,542	BNSF, SWS, HC, MD-N, MD-W, NCS
Ogilvie	43,796	35%	1,251	UP-N, UP-NW, UP-W
LaSalle	12,739	10%	96	RI
Millennium	8,755	7%	358	ME, South Shore (NICTD)
Van Buren	3,484	3%	44	ME, South Shore (NICTD)
Total	124,753		3,291	

Source: Metra, "Commuter Rail System Station Boarding/Alighting Counts," Fall 2018

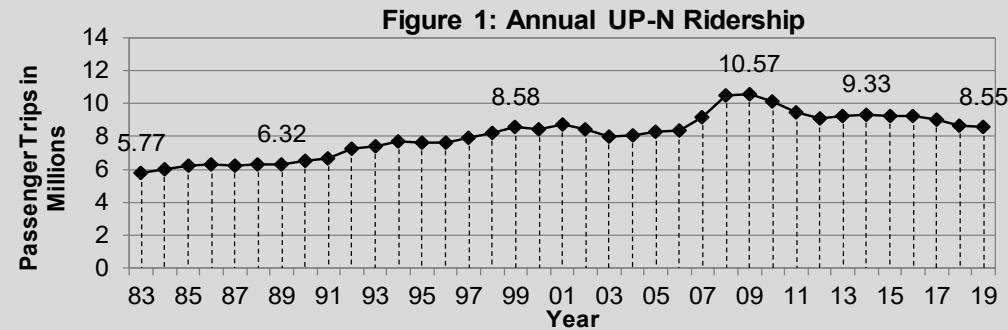


Union Pacific - North Line



Line at a Glance

- › Average Trip Length (2019) : 16.8 miles
- › Average Fare Paid (2019) : \$4.60
- › Number of Stations: 26
- › Route Length: 51.6 Miles
- › Number of Weekday Trains (Dec 2019): 70
- › On-Time Performance (2019): 95.3%
- › 56% of UP-N riders walk or bike to their boarding station.
- › Population growth has been flat along the UP-N since 2010.
- › 18% more people work along the UP-N than did in 2010.



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Schedules as of Dec 2019

- › 25 trains in the AM Peak
- › 12 trains in the Midday
- › 20 trains in the PM Peak
- › 13 trains in the Evening
- › 26 trains on Saturdays
- › 18 trains on Sundays



- › 3rd highest ridership line
- › 66% of riders board between Glencoe and OTC
- › Largest reverse commute market among Metra lines



- › 2nd largest share of male riders (57%)
- › Largest share of high-income riders

Chicago to Kenosha

Table 1: Metra Capital Investment History

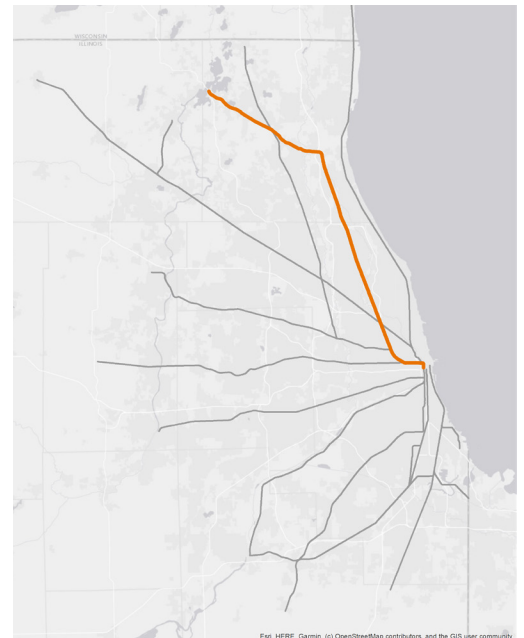
	UP-N (\$m)	System (\$m)
Rolling stock	\$214	\$2,978
Track and structure	\$241	\$1,567
Signal, electrical, and communications	\$81	\$1,137
Facilities and equipment	\$22	\$685
Stations and parking	\$135	\$1,120
Acquisitions, extensions, and expansions	\$3	\$603
Support activities	\$27	\$431
TOTAL	\$721	\$8,521
PERCENTAGE	8.5%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: UP-N 2018 Weekday Boardings

Time of Day	Inbound	Outbound
AM Peak	11,815	2,176
Midday	1,616	1,416
PM Peak	2,209	10,614
Evening	485	1,060
TOTAL	16,125	15,266

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

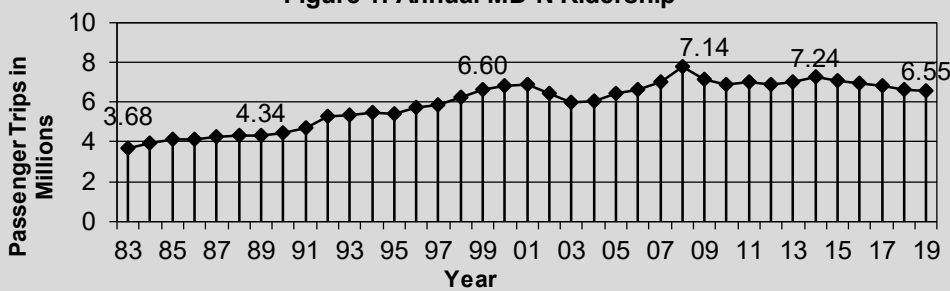


Milwaukee District - North

Line at a Glance

- › Average Trip Length (2019) : 22.8 miles
- › Average Fare Paid (2019) : \$5.16
- › Number of Stations: 22
- › Route Length: 49.5 miles
- › Number of Weekday Trains (Dec 2019): 63
- › On-Time Performance (2019): 91.9%
- › 60% of MD-N riders drive to their boarding station.
- › Population growth has been flat on the MD-N since 2010.
- › 4% fewer people work along the MD-N than did in 2010.

Figure 1: Annual MD-N Ridership



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Schedules as of Dec 2019

- › 19 trains in the AM Peak
- › 13 trains in the Midday
- › 20 trains in the PM Peak
- › 11 trains in the Evening
- › 20 trains on Saturdays
- › 18 trains on Sundays



- › 7th highest ridership
- › Lake Cook Road is the highest reverse commute station in the system



- › Most male line (58%) in the system
- › 2nd highest income ridership in the system

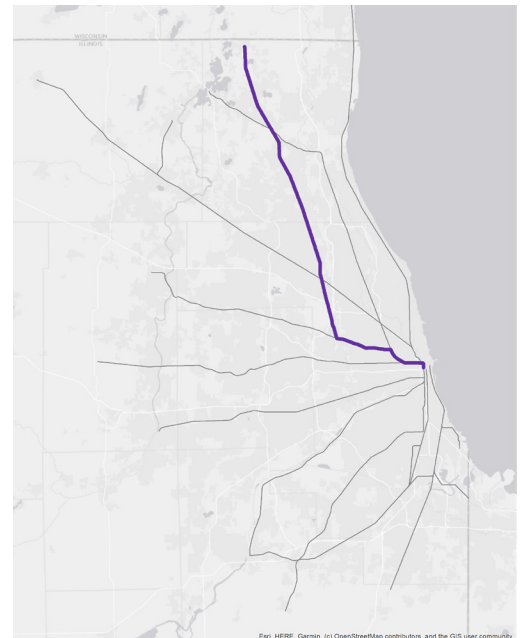
Chicago to Fox Lake

Table 1: Metra Capital Investment History	MD-N (\$m)	System (\$m)
Rolling stock	\$206	\$2,978
Track and structure	\$123	\$1,567
Signal, electrical, and communications	\$121	\$1,137
Facilities and equipment	\$94	\$685
Stations and parking	\$74	\$1,120
Acquisitions, extensions, and expansions	\$2	\$603
Support activities	\$50	\$431
TOTAL	\$670	\$8,521
PERCENTAGE	7.9%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: MD-N 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	8,469	1,307
Midday	1,464	910
PM Peak	1,524	8,398
Evening	232	1,032
TOTAL	11,689	11,647

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

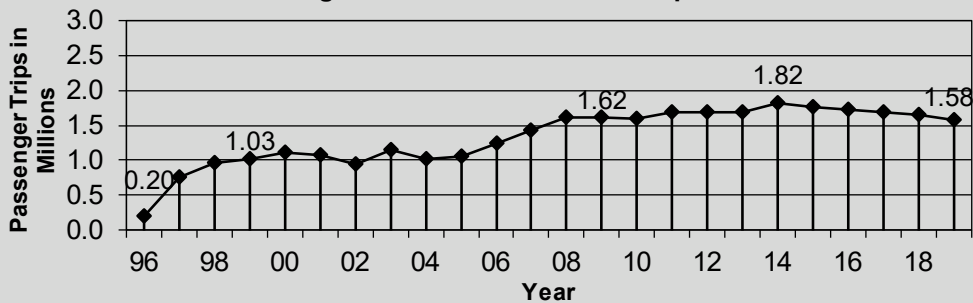


North Central Service

Line at a Glance

- › Average Trip Length (2019) : 31.2 miles
- › Average Fare Paid (2019) : \$5.76
- › Number of Stations: 18
- › Route Length: Main Line: 52.8 miles
- › Number of Weekday Trains (Dec 2019): 20
- › On-Time Performance (2019): 94.3%
- › 66% of NCS riders drive to their boarding station.
- › 1% fewer people live along the NCS than did in 2010.
- › 44% more people work along the NCS than did in 2010.

Figure 1: Annual NCS Ridership



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Schedules as of Dec 2019

- › 7 trains in the AM Peak
- › 4 trains in the Midday
- › 6 trains in the PM Peak
- › 3 trains in the Evening
- › No trains on Saturdays
- › No trains on Sundays



- › 10th in ridership
- › ORD Connection via O'Hare Transfer



- › Largest (tied) share of non-English speakers among Metra lines (15%)

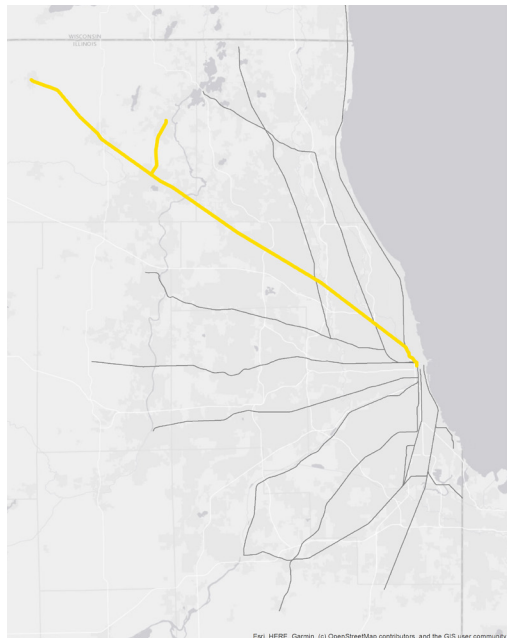
Chicago to Antioch

Table 1: Metra Capital Investment History	NCS (\$m)	System (\$m)
Rolling stock	\$49	\$2,978
Track and structure	\$38	\$1,567
Signal, electrical, and communications	\$121	\$1,137
Facilities and equipment	\$19	\$685
Stations and parking	\$10	\$1,120
Acquisitions, extensions, and expansions	\$233	\$603
Support activities	\$19	\$431
TOTAL	\$489	\$8,521
PERCENTAGE	5.7%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: NCS 2018 Weekday Boardings		
Time of Day	Inbound	Outbound
AM Peak	2,853	152
Midday	264	325
PM Peak	133	2,371
Evening	6	253
TOTAL	3,256	3,101

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

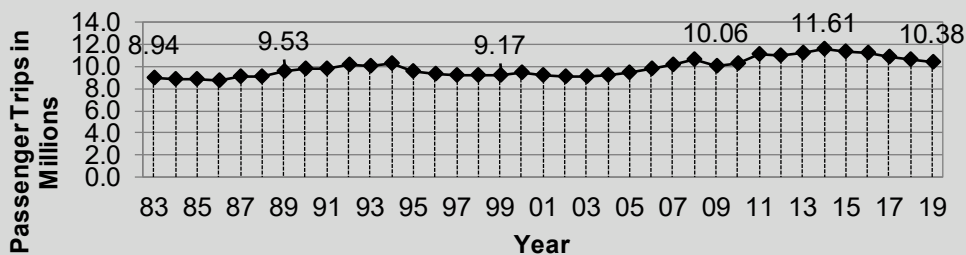


Union Pacific - Northwest Line

Line at a Glance

- › Average Trip Length (2019) : 24.7 miles
- › Average Fare Paid (2019) : \$4.60
- › Number of Stations: 23
- › Route Length: Main Line: 63.1 miles; McHenry Branch: 7.4 miles
- › Number of Weekday Trains (Nov 2019): 65
- › On-Time Performance (2019): 93%
- › 56% of UP-NW riders drive to their boarding station.
- › 6% more people live along the UP-NW than did in 2010.
- › 5% more people work along the UP-NW than did in 2010.

Figure 1: Annual UP-NW Ridership



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Schedules as of Dec 2019

- › 22 trains in the AM Peak
- › 12 trains in the Midday
- › 20 trains in the PM Peak
- › 11 trains in the Evening
- › 34 trains on Saturdays
- › 21 trains on Sundays



- › 2nd highest ridership line
- › 52% of riders board in zones D, E, and F
- › 2nd highest number of intermediate riders



- › Longest line in the system at 63 miles
- › Only line directly serving McHenry County

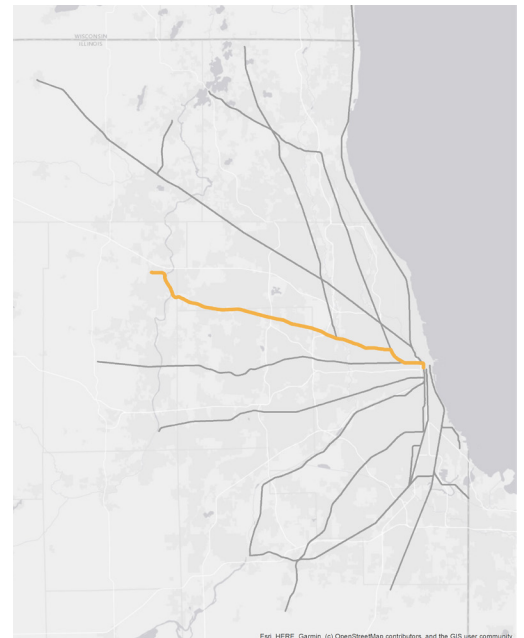
Chicago to Harvard

Table 1: Metra Capital Investment History	UP-NW (\$m)	System (\$m)
Rolling stock	\$266	\$2,978
Track and structure	\$169	\$1,567
Signal, electrical, and communications	\$99	\$1,137
Facilities and equipment	\$30	\$685
Stations and parking	\$147	\$1,120
Acquisitions, extensions, and expansions	\$6	\$603
Support activities	\$31	\$431
TOTAL	\$748	\$8,521
PERCENTAGE	8.7%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: UP-NW 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	14,919	873
Midday	2,408	1,491
PM Peak	1,216	14,864
Evening	334	1,505
TOTAL	18,877	18,733

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

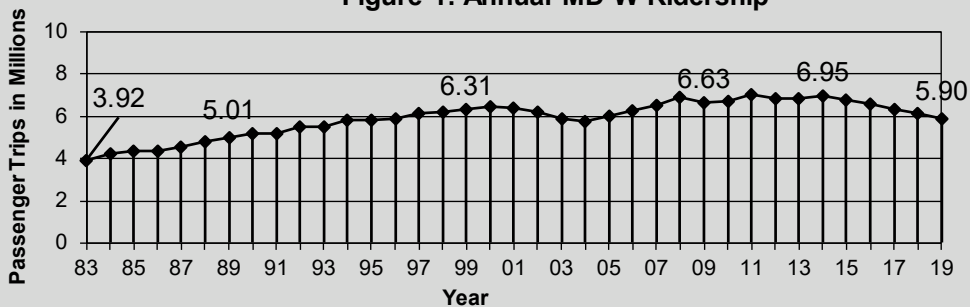


Milwaukee District - West

Line at a Glance

- › Average Trip Length (2019) : 24.2 miles
- › Average Fare Paid (2019) : \$5.14
- › Number of Stations: 22
- › Route Length: 39.8 miles
- › Number of Weekday Trains (Dec 2019): 58
- › On-Time Performance (2019): 95.2%
- › 68% of MD-W riders drive to their boarding station.
- › 4% more people live along the MD-W than did in 2010.
- › 2% more people work along the MD-W than did in 2010.

Figure 1: Annual MD-W Ridership



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Schedules as of Dec 2019

- › 19 trains in the AM Peak
- › 12 trains in the Midday
- › 17 trains in the PM Peak
- › 10 trains in the Evening
- › 24 trains on Saturdays
- › 18 trains on Sundays



- › 8th highest ridership
- › Schaumburg, Roselle, and Hanover Park are all among the top 30 highest-ridership, outlying stations



- › Largest (tied) share of non-English speakers among Metra lines (15%)

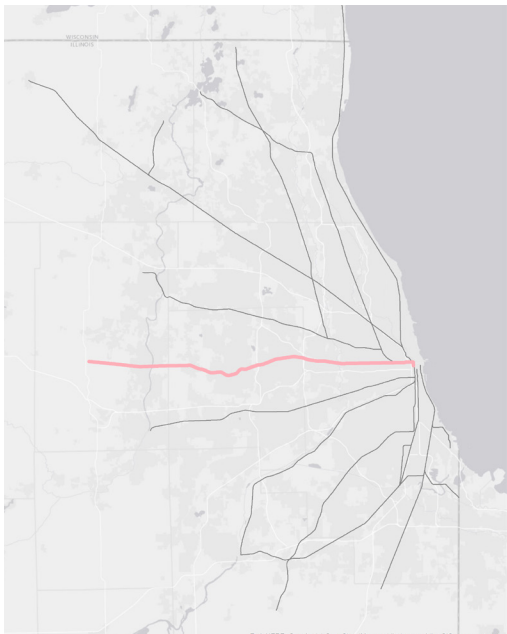
Chicago to Elgin

	MD-W (\$m)	System (\$m)
Rolling stock	\$227	\$2,978
Track and structure	\$146	\$1,567
Signal, electrical, and communications	\$145	\$1,137
Facilities and equipment	\$92	\$685
Stations and parking	\$67	\$1,120
Acquisitions, extensions, and expansions	\$56	\$603
Support activities	\$43	\$431
TOTAL	\$776	\$8,521
PERCENTAGE	9.1%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Time of Day	Inbound	Outbound
AM Peak	8,592	351
Midday	1,177	964
PM Peak	507	8,357
Evening	157	729
TOTAL	10,433	10,401

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

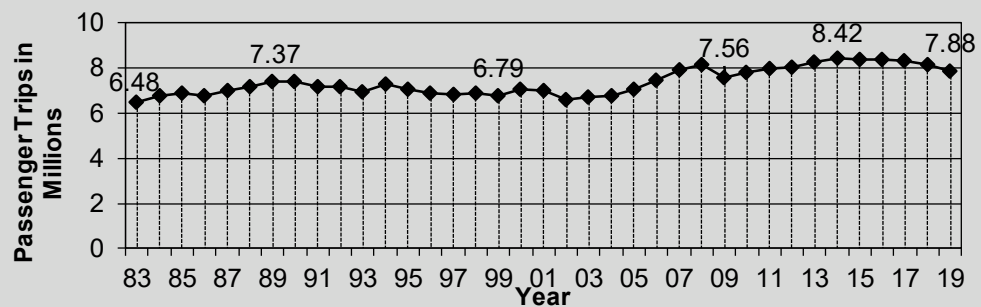


Union Pacific - West Line

Line at a Glance

- › Average Trip Length (2019): 22.2 miles
- › Average Fare Paid (2019): \$5.05
- › Number of Stations: 18
- › Route Length: 43.6 miles
- › Number of Weekday Trains (Dec 2019): 59
- › On-Time Performance (2019): 92.3%
- › 54% of UP-W riders drive to their boarding station.
- › 6% more people live along the UP-W than did in 2010.
- › 7% more people work along the UP-W than did in 2010.

Annual UP-W Ridership



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Schedules as of Dec 2019

- › 20 trains in the AM Peak
- › 10 trains in the Midday
- › 16 trains in the PM Peak
- › 13 trains in the Evening
- › 20 trains on Saturdays
- › 18 trains on Sundays



- › 4th highest ridership line
- › Elmhurst and Glen Ellyn are the 4th and 9th busiest outlying stations in the system, respectively



- › 3rd highest rider income in the system
- › Connects to CTA Green Line at Oak Park

Chicago to Elburn

	UP-W (\$m)	System (\$m)
Rolling stock	\$229	\$2,978
Track and structure	\$97	\$1,567
Signal, electrical, and communications	\$100	\$1,137
Facilities and equipment	\$19	\$685
Stations and parking	\$147	\$1,120
Acquisitions, extensions, and expansions	\$119	\$603
Support activities	\$24	\$431
TOTAL	\$735	\$8,521
PERCENTAGE	8.6%	100.0%

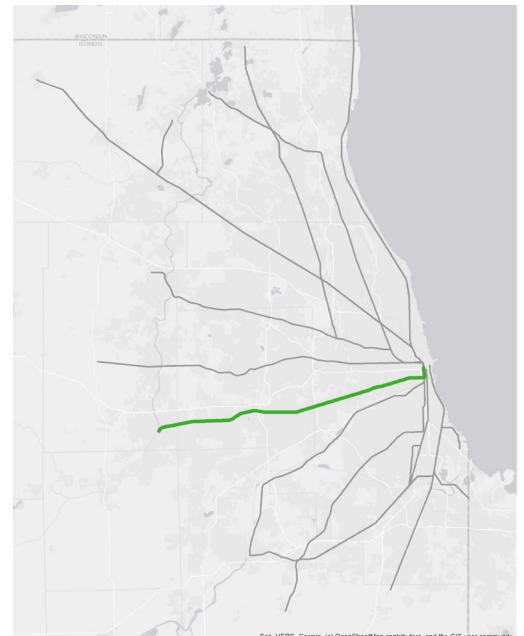
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Time of Day	Inbound	Outbound
AM Peak	11,957	486
Midday	1,289	1,004
PM Peak	712	10,985
Evening	355	1,247
TOTAL	14,313	13,722

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



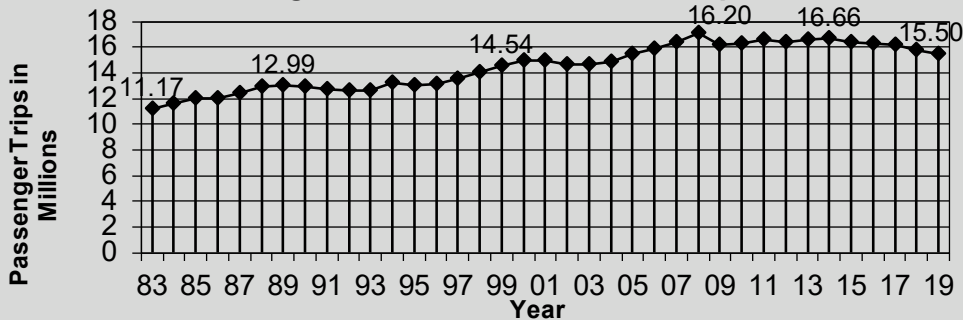
BNSF Line



Line at a Glance

- › Average Trip Length (2019): 23.3 miles
- › Average Fare Paid (2019): \$5.10
- › Number of Stations: 26
- › Route Length: 37.5 miles
- › Number of Weekday Trains (Dec 2019): 97
- › On-Time Performance (2019): 95.0%
- › 55% of BNSF riders drive to their boarding station.
- › 4% more people live along the BNSF than did in 2010.
- › 9% more people work along the BNSF than did in 2010.

Figure 1: Annual BNSF Ridership



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Schedules as of Dec 2019

- › 41 trains in the AM Peak
- › 11 trains in the Midday
- › 31 trains in the PM Peak
- › 14 trains in the Evening
- › 30 trains on Saturdays
- › 20 trains on Sundays



- › Highest ridership line
- › 64% of riders board at the six westernmost stations
- › Route 59 and Naperville are the first and second busiest outlying stations



- › Most robust express service in the system
- › 3rd highest income ridership among lines

Chicago to Aurora

Table 1: Metra Capital Investment History	BNSF (\$m)	System (\$m)
Rolling stock	\$471	\$2,978
Track and structure	\$152	\$1,567
Signal, electrical, and communications	\$121	\$1,137
Facilities and equipment	\$67	\$685
Stations and parking	\$74	\$1,120
Acquisitions, extensions, and expansions	\$8	\$603
Support activities	\$36	\$431
TOTAL	\$929	\$8,521
PERCENTAGE	10.9%	100.0%

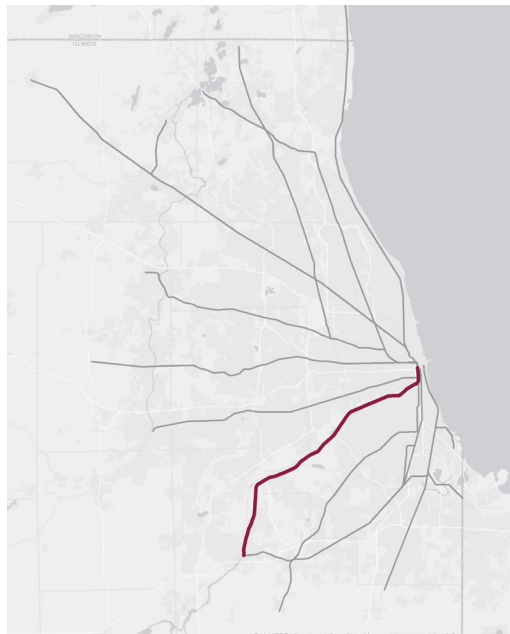
Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: BNSF 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	24,783	776
Midday	1,525	2,918
PM Peak	1,017	21,192
Evening	487	2,233
TOTAL	27,812	29,119

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



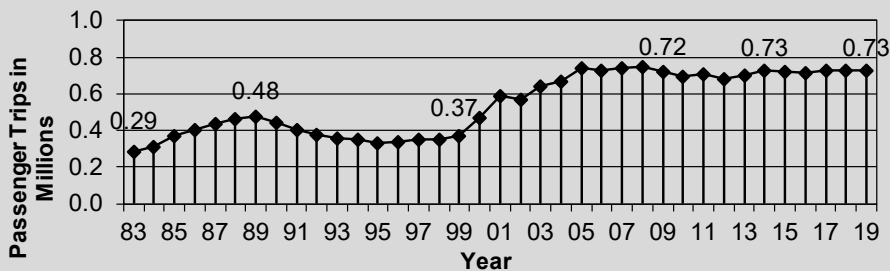
Heritage Corridor



Line at a Glance

- › Average Trip Length (2019) : 27.3 miles
- › Average Fare Paid (2019) : \$5.27
- › Number of Stations: 7
- › Route Length: 37.2 miles
- › Number of Weekday Trains (Dec 2019): 7
- › On-Time Performance (2019): 87.9%
- › 77% of HC riders drive to their boarding station.
- › 2% fewer people live along the HC than did in 2010.
- › 14% more people work along the HC than did in 2010.

Figure 1: Annual HC Ridership



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Schedules as of Dec 2019

- › 3 trains in the AM Peak
- › 1 train in the Midday
- › 3 trains in the PM Peak
- › 0 trains in the Evening
- › 0 trains on Saturdays
- › 0 trains on Sundays



- › Lowest ridership and least serviced line
- › New Romeoville Station Opened in 2018



- › Pace I-55 Bus-On-Shoulder routes complement HC Service

Chicago to

Joliet

	HC (\$m)	System (\$m)
Rolling stock	\$30	\$2,978
Track and structure	\$8	\$1,567
Signal, electrical, and communications	\$26	\$1,137
Facilities and equipment	\$12	\$685
Stations and parking	\$11	\$1,120
Acquisitions, extensions, and expansions	\$1	\$603
Support activities	\$14	\$431
TOTAL	\$102	\$8,521
PERCENTAGE	1.2%	100.0%

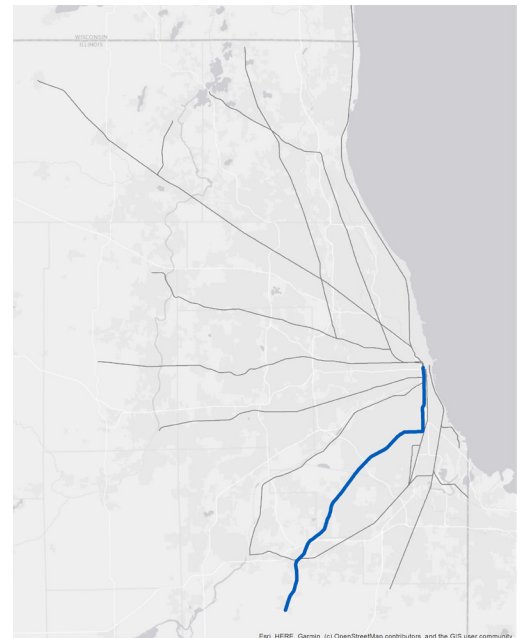
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Time of Day	Inbound	Outbound
AM Peak	1,414	--
Midday	--	89
PM Peak	--	1,246
Evening	--	--
TOTAL	1,414	1,335

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



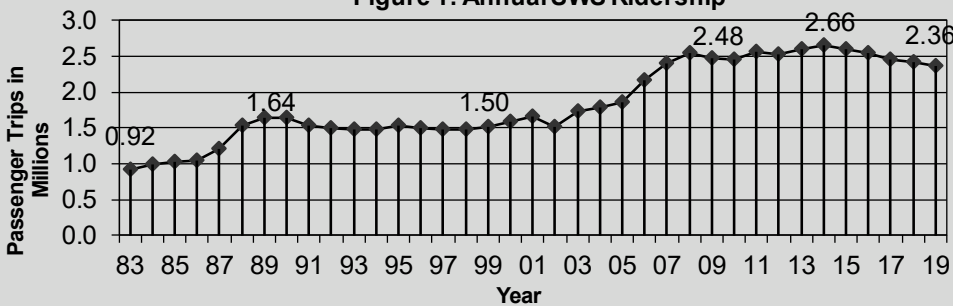
SouthWest Service Line



Line at a Glance

- › Average Trip Length (2019) : 18.8 miles
- › Average Fare Paid (2019) : \$4.74
- › Number of Stations: 12
- › Route Length: 40.8 miles
- › Number of Weekday Trains (Dec 2019): 30
- › On-Time Performance (2019): 94%
- › 68% of SWS riders drive to their boarding station.
- › 4% more people live along the SWS than did in 2010.
- › 17% more people work along the SWS than did in 2010.

Figure 1: Annual SWS Ridership



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Schedules as of Dec 2019

- › 9 trains in the AM Peak
- › 6 trains in the Midday
- › 8 trains in the PM Peak
- › 7 trains in the Evening
- › 6 trains on Saturdays
- › 0 trains on Sundays



- › 9th lowest ridership line
- › Oak Lawn is the 31st busiest outlying station
- › Ridership is limited by limited service



- › 2nd highest share of female riders in the system

Chicago to Manhattan

Table 1: Metra Capital Investment History	SWS (\$m)	System (\$m)
Rolling stock	\$93	\$2,978
Track and structure	\$35	\$1,567
Signal, electrical, and communications	\$42	\$1,137
Facilities and equipment	\$23	\$685
Stations and parking	\$33	\$1,120
Acquisitions, extensions, and expansions	\$152	\$603
Support activities	\$19	\$431
TOTAL	\$397	\$8,521
PERCENTAGE	4.6%	100.0%

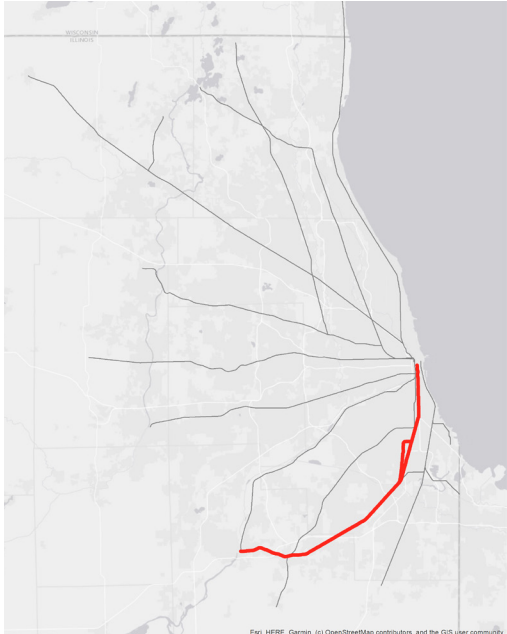
Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: SWS 2018 Weekday Boardings		
Time of Day	Inbound	Outbound
AM Peak	3,983	30
Midday	362	361
PM Peak	97	3,502
Evening	16	467
TOTAL	4,458	4,360

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



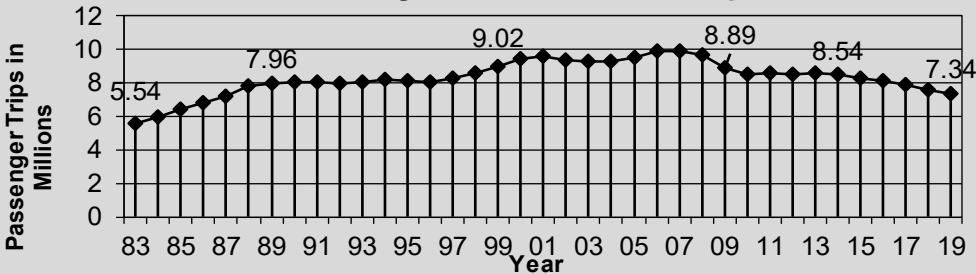
Rock Island Line



Line at a Glance

- › Average Trip Length (2019) : 21.2 miles
- › Average Fare Paid (2019) : \$4.74
- › Number of Stations: 26
- › Route Length: Mainline: 40.0 miles; Beverly Branch: 6.6 miles
- › Number of Weekday Trains (Dec 2019): 68
- › On-Time Performance (2019): 92.0%
- › 65% of RI riders drive to their boarding station.
- › 4% fewer people live along the RI than did in 2010.
- › 22% fewer people work along the RI than did in 2010.

Figure 1: Annual RI Ridership



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Schedules as of Dec 2019

- › 23 trains in the AM Peak
- › 14 trains in the Midday
- › 23 trains in the PM Peak
- › 8 trains in the Evening
- › 33 trains on Saturdays
- › 28 trains on Sundays



- › 5th highest ridership line
- › 80th Avenue is the 8th busiest outlying station in the system
- › Beverly Branch carries 4k/weekday



- › Most tenured riders with ~50% having ridden Metra for 10+ years
- › 3rd most female line

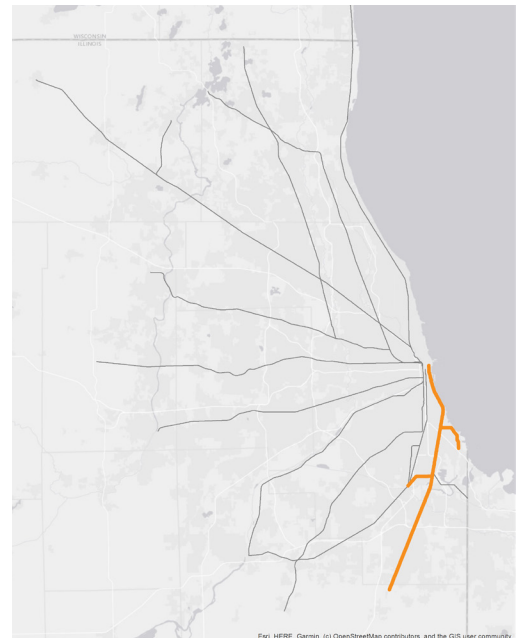
Chicago to Joliet

Table 1: Metra Capital Investment History	RI (\$m)	System (\$m)
Rolling stock	\$300	\$2,978
Track and structure	\$447	\$1,567
Signal, electrical, and communications	\$108	\$1,137
Facilities and equipment	\$155	\$685
Stations and parking	\$182	\$1,120
Acquisitions, extensions, and expansions	\$2	\$603
Support activities	\$62	\$431
TOTAL	\$1,256	\$8,521
PERCENTAGE	14.7%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: RI 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	11,943	182
Midday	955	1,374
PM Peak	304	10,885
Evening	97	605
TOTAL	13,299	13,046

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

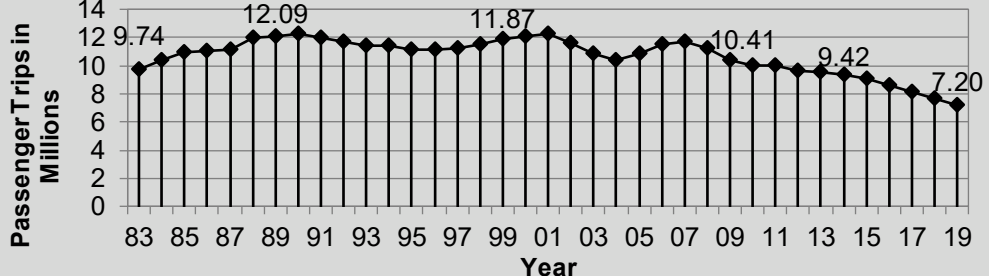


Metra Electric Line

Line at a Glance

- › Average Trip Length (2019) : 19.3 miles
- › Mainline: 20.1mi; South Chicago: 11.2 mi; Blue Island: 16.4 mi
- › Average Fare Paid (2019) : \$4.58
- › Number of Stations: (ML: 32) (SC: 8) (BI: 7) (All: 47)
- › Route Length: (ML: 31.5) (SC: 4.7) (BI: 4.4) (All: 40.6)
- › Number of Weekday Trains (Dec 2019): (ML: 84) (SC: 44) (BI: 25) (All: 153)
- › On-Time Performance (2019): 98.0%
- › 65% of ME riders drive to their boarding station.
- › Population levels have been flat along the ME since 2010.
- › 3% more people work along the ME than did in 2010.

Figure 1: Annual ME Ridership



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Scheduled as of Dec 2019

- 50 trains in the AM Peak
- 38 trains in the Midday
- 44 trains in the PM Peak
- 23 trains in the Evening
- 80 trains on Saturdays
- 40 trains on Sundays



- 6th highest ridership line
- Busiest outlying station on the ME is Homewood
- Together, the ME branches carry 1.5k riders/weekday



- Most female ridership in the system (70%)
- Highest minority ridership in the system (70%)
- 46% have ridden for 10+ years

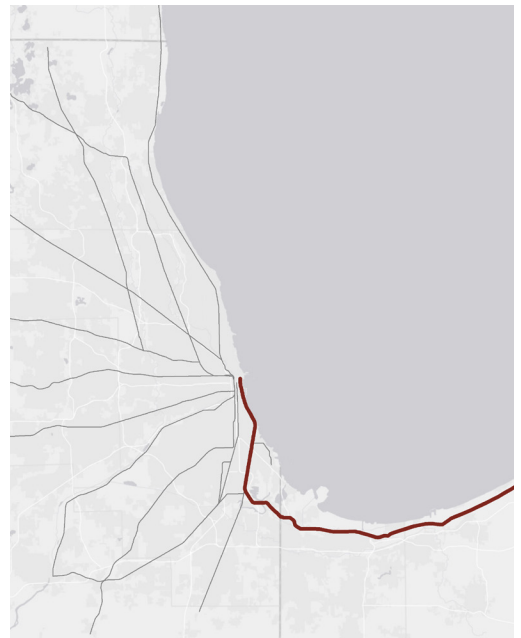
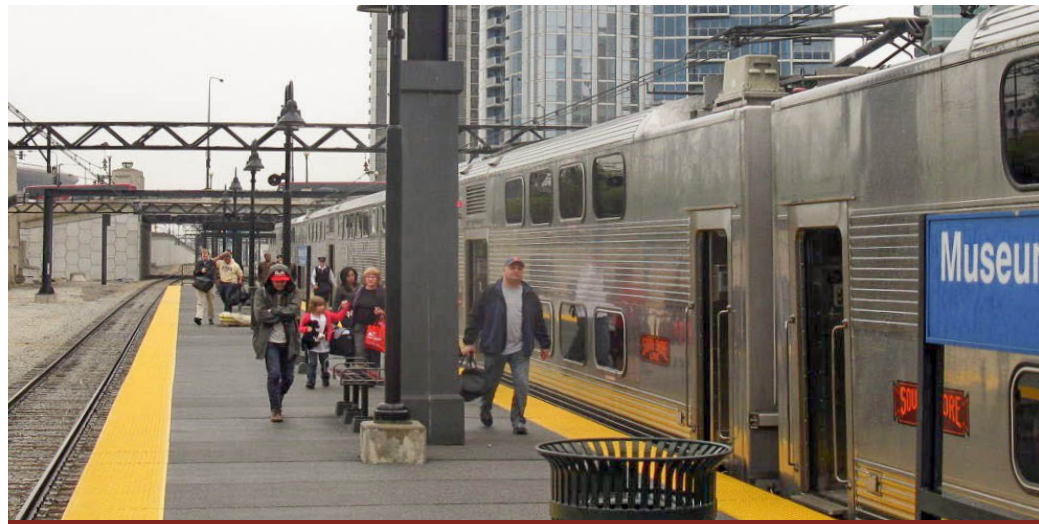
Chicago to University Park

Table 1: Metra Capital Investment History	ME (\$m)	System (\$m)
Rolling stock	\$892	\$2,978
Track and structure	\$113	\$1,567
Signal, electrical, and communications	\$228	\$1,137
Facilities and equipment	\$151	\$685
Stations and parking	\$234	\$1,120
Acquisitions, extensions, and expansions	\$17	\$603
Support activities	\$100	\$431
TOTAL	\$1,735	\$8,521
PERCENTAGE	20.3%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: ME 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	10,791	560
Midday	1,951	1,868
PM Peak	916	9,934
Evening	312	1,095
TOTAL	13,970	13,457

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction



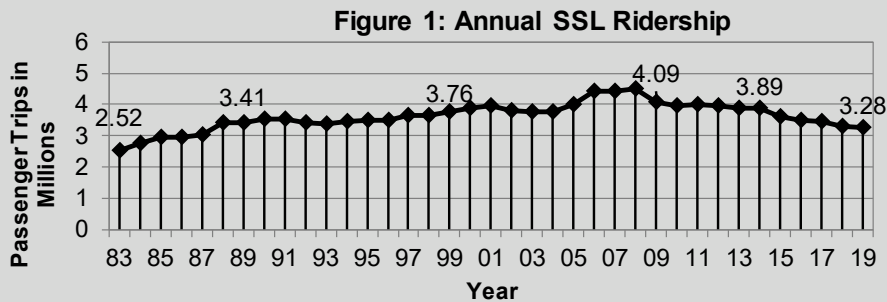
South Shore Line

Line at a Glance

- › Average Trip Length (2019) : 32.6 miles
- › Average Fare Paid (2019) : \$6.70
- › Number of Stations: 19
- › Route Length: 89.9 miles
- › Number of Weekday Trains (Dec 2019): 43
- › On-Time Performance (2019): 90.7% (rush-hour); 80.4% (all)

In this section

- 1 – Annual Passenger Trips
- 2 – SSL Overview
- 2– Major Capital Projects
- 4– Station Characteristics



The data included in this document predates the onset of COVID-19, which has greatly impacted NICTD's riders and operations. This information is presented to inform the public about NICTD's historic and recent operational environment but may not be illustrative of NICTD's current or future operations. For the latest information about South Shore Trains, visit NICTD's website at: mysouthshoreline.com

Table 2: SSL 2019 Boardings

Time of Day	Passengers
Weekday	10,964
Peak	8,020
Off-Peak	2,942
Weekend	4,438
Total Weekday	21,926

Source: 2019 Monthly Ridership and 2019 Year-End Performance Report

SSL INTRODUCTION

Commuter rail service on the South Shore Line (SSL) between downtown Chicago and South Bend, Indiana is operated by the Northern Indiana Commuter Transportation District (NICTD). The SSL serves 19 stations along its 90-mile route, including six stations on the 14.5-mile segment shared with the ME. To avoid competition with Metra service, passengers may not board inbound SSL trains from 63rd Street to Millennium Station, and outbound SSL passengers may not disembark at these stations. Metra sets the fare structure for passengers traveling between Hegewisch and other stations in Chicago.

