



# Lake County Board Presentation

## Metra FY 2022 Proposed Budget and Capital Program

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Vice Chair, Metra Board of Directors

Photo by: Robert Schreiner



# Proposed Operating Budget

## Operating budget of \$900 million

- There is no fare increase in this budget.
- The budget is higher than the 2021 actual of \$773.6 million primarily because it funds the restoration of service to pre-pandemic levels (from about 80 percent currently). Inflationary (general, fuel, insurance, pension) and labor cost increases are also responsible.
- The budget makes conservative assumptions about ridership growth: that we will start the year at 25 percent of pre-pandemic ridership and finish the year at 35 percent.
- We feel the most responsible approach is to be cautious with our assumptions about the growth in ridership while at the same time ramping up our service, so we are ready when riders are ready.

# Proposed Operating Budget cont.

- The conservative assumption on ridership growth results in a projection of \$109.8 million in revenues from fares – about one-third of normal. Other system-generated revenues are projected at \$36.6 million.
- The budget projects \$458.8 million in revenues from the regional transportation sales tax.
- That leaves \$294.8 million to be covered with federal COVID relief funding to get to \$900 million.
- Metra received \$479.2 million from the first round of federal COVID relief and \$83 million from the second. The amount from the third round has not yet been allocated by the RTA, but Metra is expecting an amount like the first round.

# Proposed Operating Budget cont.

- Metra spent \$177 million of the relief funding in 2020 and expects to spend \$183.4 million in 2021. It will need to use the remaining \$202 million from the first two rounds in 2022, plus \$92.8 million it will request from the RTA from the third.
- The budget meets a recovery ratio of 52.8% (52.5% is required).
- To incentivize short trips and attract more customers, the agency is proposing to test a new \$6 Day Pass that will be valid for unlimited rides within three zones for a full day. This would be in addition to the current \$10 Day Pass, which is valid for unlimited travel all day across all 10 fare zones.
- Metra also is reducing the expiration dates on the 10-Ride Ticket from one year to 90 days and on the One-Way Ticket from 90 days to 14 days.



# Proposed Capital Budget

## Capital budget of \$263 million

- The 2022 capital budget continues significant investment in railcars, locomotives, bridges and stations. The work includes:
  - \$42.8 million for rolling stock, primarily rehabilitations and upgrades to current cars and locomotives
  - \$46.2 million for bridges, track and structure
  - \$50.6 million for signal, electrical and communications
  - \$33.4 million for facilities and equipment
  - \$59.4 million for stations, primarily rehabilitations and replacements to existing stations, platforms, shelters and elevators
  - \$30.5 million for support activities

# Proposed Capital Budget cont.

The 2022 capital program is funded by:

- \$181.6 million in federal formula funds
- \$75.8 million from the state
- \$5.5 million from the RTA

# Interlocker Improvements

- Morgan Street Interlocking – 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 crossing were originally installed in the early 1960's. 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)
- 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 improvements at two grade crossings (Shermer and Techny Roads), modernize 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 cable. (\$7,300,000)



# Interlocker Improvements cont.

- Rondout Interlocking – This project will include the upgrading of the Rondout Interlocker on Metra's Milwaukee District North Line. Signal design is at 30%. Track work is complete. Signal construction is set to begin in 2022. Construct 2nd track between Rondout and St. Marys Road. In order for this to be done, a new bridge would need to be constructed at the North Branch of the Chicago River. The new second track siding will allow for simultaneous train movements to increase train fluidity through the interlocking. The Fox Lake Subdivision, runs northwest from Rondout to Fox Lake. (\$2,500,000)



# Crossover & Signal Improvements

- Lake Forest Crossovers – This project provides construction funds for the replacement of crossovers in Lake Forest on Metra's Milwaukee District North Line. (\$5,900,000)
- Milwaukee North Signals – 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 and the City of Lake Forest will also be doing roadway improvements in conjunction with this project. (\$5,100,000)

# Bridge Reconstruction Projects

- \$36.1 million replacement of 122-year-old bridge at Milwaukee Avenue, Grayland Station on the Milwaukee North District.





# Bridge Reconstruction Projects

## Union Pacific North Line

- Estimated cost of \$262.3 million
- Results in fewer service delays and a greater ability to maintain consistent locomotive speeds.
- First phase of the project:
  - Bridges over 11 streets were replaced.
  - Ravenswood Station Reconstruction
    - Scheduled to be complete in 2022 with a cost of \$166,000,000



# Track Structure Rehabilitation

## Union Pacific North Line

- Replacing ties, cleaning or replacing stone ballast and replacing switch components.
- Improve ride quality and reduce number of slow orders (\$6.200,000)

# Battery Powered Locomotives

- Metra is taking the lead for the entire industry throughout the United States and Canada to pursue the use of battery-powered, zero emission locomotives.
- In April 2021, Metra issued a request for proposals asking manufacturers to propose solutions to convert three of Metra's older F40-PH-3 diesel locomotives to zero-emission battery power.



# Battery Powered Trainsets

- Metra is moving forward with an RFP for up to 8 battery-powered trainsets.
- Eliminates diesel emissions, improves air quality and reduces noise levels.
- Battery-powered trainsets can be placed into service with no impact on operations and pose minimal infrastructure costs.
- Existing technology allow battery powered trains to travel through non-electrified sections in battery mode and quickly charge at the ends of the line.
- Helps makes train stations a cleaner environment for passengers and employees.



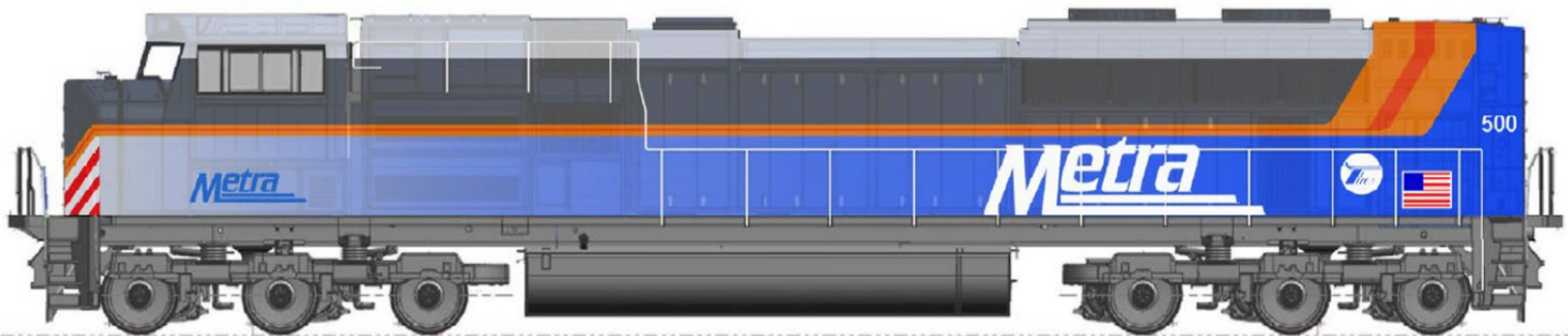
# F59PH Locomotive Overhaul

- Locomotives originally built in 1988
- Overhaul production schedule: 2019-2021
  - Turnaround time of 52 weeks
  - Cost per locomotive: \$2.8 million
- Total of 6 locomotives



# Remanufactured Diesel Locomotives

- 15 remanufactured former freight locomotives
- \$4.7 millions each – total of \$70.9 million contracted
  - Option for purchase of 27 additional locomotives
- Tier 3 Plus environmental standard





# New Railcar Purchase

## Alstom Railcars

- Delivery set for September 2024
- Approved purchase of 200 railcars
  - 30 cab cars
  - 100 trailer cars with toilets
  - 70 trailer cars without toilets
- Option to purchase up to 300 additional railcars





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# Metra

Thank You