

LAKE COUNTY TRANSPORTATION ALLIANCE (LCTA)


Virtual Annual Meeting

November 17, 2023






2024 FARE PROPOSAL

Metra has proposed a complete revamp of its fare structure for 2024 with the goal of making the fare system easy-to-understand, encouraging ridership, simplifying onboard fare collection, and meeting the agency’s financial and technical constraints.



Ticket Options and Fares

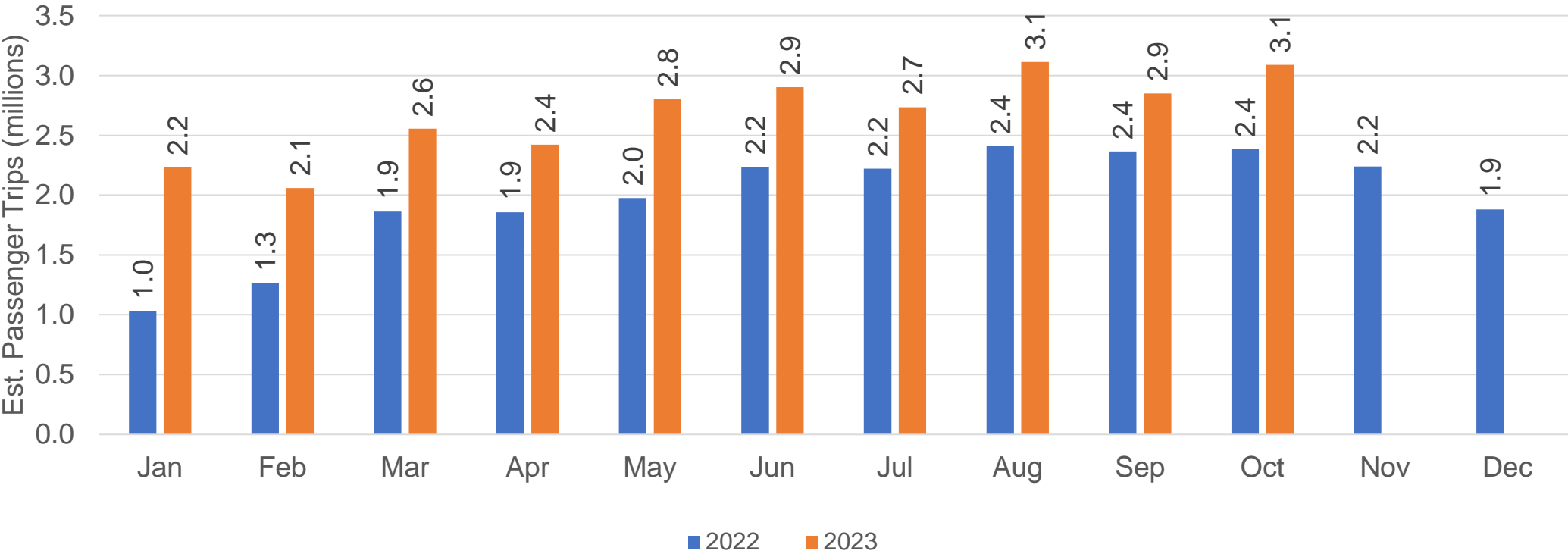
	Full Fare by Zone				Reduced Fare* by Zone				Purchase Options		
	1 2	1 2 3	1 2 3 4	2 3 4	1 2	1 2 3	1 2 3 4	2 3 4	AT Station 	ON Phone 	ON Train 
	Trips not going to Zone 1 should use the pricing listed in the 2-3-4 column.										
One-Way	\$3.75	\$5.50	\$6.75	\$3.75	\$1.75	\$2.75	\$3.25	\$1.75	●	●	●
Day Pass	\$7.50	\$11.00	\$13.50	\$7.50	\$3.50	\$5.50	\$6.50	\$3.50	●	●	
Day Pass 5-Pack	\$35.75	\$52.25	\$64.25	\$35.75	\$17.50	\$26.00	\$32.00	\$17.50		●	
Monthly Pass	\$75.00	\$110.00	\$135.00	\$75.00	\$37.50	\$55.00	\$67.50	\$37.50	●	●	
Saturday, Sunday, or Holiday Day Pass	\$7.00				\$7.00				●	●	●
Weekend Pass	\$10.00				\$10.00					●	
Regional Connect Pass	Cost of Monthly Pass + \$30.00				Cost of Monthly Pass + \$30.00					●	

* Reduced fares are available for those who have an RTA-issued Reduced Fare Permit, which includes senior citizens 65 or older, customers with disabilities and Medicare cardholders. Reduced fares are also available for K-12 students and active duty military personnel with identification.

RIDERSHIP

Metra ridership continues to grow year-over-year compared to 2022. October 2023 saw 3.1 million passenger trips, a 30% increase compared to October 2022.

Estimated Passenger Trips by Month: 2022 & 2023



2024 OPERATING BUDGET SUMMARY

- Operating budget of **\$1.093 billion**
- Budget is **4.9% higher** than 2023 budget (excluding \$65m that will be reimbursed by NICTD)
- Increase is due to **inflation** (general, medical premiums, fuel, insurance) and *contractual obligations*
- Budget projects 2024 ridership at **40 million rides**, or **54% of prepandemic** levels, for **\$190.1m** in system-generated revenues
- Budget relies on **\$560.4m** in regional sales taxes and **\$223.7m** in federal COVID-relief funding
- COVID-relief funding runs out in 2026, and \$275m will be needed to balance operating budget and fund capital work



CMAP Plan of Action for Regional Transportation (PART) Report Content

The system we want

Rebuild public confidence, increase ridership, and improve the user experience so that it is seamless

- Focus on transit service
- Provide integrated and affordable fares
- Enable faster and more reliable bus service
- Bolster public confidence
- Build back a ridership base
- Invest in universally accessible system

How to pay for it

Identify necessary reforms and funding options to close the operating budget shortfall and build the transit system the region wants

- The transit system itself must continue to contribute substantial revenues to help meet operating needs.
- The state should provide more robust support for transit in northeastern Illinois
- Paratransit must have stable, dedicated funding.
- Transportation revenue should fund transportation investment.
- Funding solutions deliver co-benefits for equity and climate goals.
- Revenues must maintain buying power over time.

How to implement it

Identify necessary reforms to governance structures and funding distribution

- Funding allocation
- Regional coordination of transit functions
- Performance metrics and farebox recovery ratio
- Regional board structures and appointments