

PROPOSED UPDATED METRA MAJOR SERVICE CHANGE POLICY

Effective September 21, 2016

[Note: All unshaded text below is unchanged from the current policy, effective September 20, 2013]

Metra Major Service Change Policy

I. Major service changes shall be defined by any of the following thresholds:

- a) A change of 25% or more in route miles (route length) per route.¹
- b) A cumulative increase of 25% or more in weekday revenue train miles per full-service route within a consecutive 24 month period, a cumulative increase of 40% or more in weekday revenue train miles per medium-service route within a consecutive 24 month period, or an increase in service on any limited-service route which would cause the affected route to be reclassified as a medium- or full-service route.
- c) A cumulative decrease of 25% or more in weekday revenue train miles per route within a consecutive 24 month period.¹
- d) A change of 50% or more in weekend revenue train miles per route.¹
- e) A cumulative change of 25% or more in revenue train miles system-wide within a consecutive 24 month period.
- f) A change in the service span² of more than two hours per route in a single year.¹

II. The definition of a major service change shall apply to both service additions and service reductions.

III. The definition of a major service change shall exclude any changes to service which are caused by:

- a) Temporary Service Changes: seasonal or promotional service changes for a period not exceeding twelve months; or
- b) Construction and maintenance of track infrastructure; or
- c) Forces of Nature, such as earthquakes, wildfires, storms; or
- d) New line or station "Break-In" period: an adjustment to service levels for new transit lines/stations which have been in revenue service for less than two years (allowing Metra to respond to actual ridership levels observed on those new transit lines/stations); or
- e) An increase in service on any limited-service route that does not result in reclassification of that route as a medium- or full-service route.

Adverse Effects of Major Service Changes

For the purpose of major service change equity analyses, an "adverse effect" is defined as any of the following geographical or time-based service changes: reduction in span of service, reduction of service frequency,

¹ Refers to all routes, regardless of level of service, unless specified otherwise.

² Number of hours during which revenue rail service is scheduled to operate on each route on a given service day (i.e., total number of hours between the first and last trains on a rail line on one service day—note: a service day may extend to as late as 3:00 am on the following calendar day).

elimination of a rail line or rail line segment, or re-routing of any part of a rail line. This definition of adverse effects does not apply to reductions in service resulting from any of the exclusions to the major service change definition shown above.

Level of Service Definition for Metra Routes

Metra rail lines (routes) shall each be designated as a full-, medium-, or limited-service route, based on the total number of scheduled weekday revenue trains per route. The level of service thresholds are as follows:

| Level of Service | Number of Weekday Trains |
|------------------|--------------------------|
| Limited -Service | 1-19 |
| Medium-Service | 20-49 |
| Full-Service | 50+ |

For each route, the applicable level of service in effect immediately prior to any proposed permanent service change shall be used in applying the established major service change thresholds to determine whether or not the proposed service change would be considered a major service change. Also, where applicable, the number of trains operated on any branch lines shall be included with the number of trains operated on their respective main line when determining the level of service.

Based on the level of service definition above, the rail lines are classified as follows, based on the permanent rail schedule in effect as of March 14, 2016:

| Level of Service | Rail Line | Weekday Trains (3/14/2016) |
|------------------|-------------------------|----------------------------|
| Full-Service | BNSF | 94 |
| | Electric-All | 170 |
| | Milwaukee-North | 60 |
| | Milwaukee-West | 58 |
| | Rock Island | 69 |
| | Union Pacific-North | 70 |
| | Union Pacific-Northwest | 65 |
| | Union Pacific-West | 59 |
| Medium-Service | North Central Service | 22 |
| | SouthWest Service | 30 |
| Limited-Service | Heritage Corridor | 7 |