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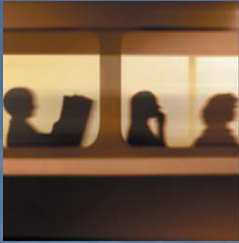
THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK



Northwest Indiana's South Shore Line

November 20th, 2006

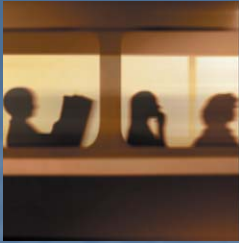
Sponsored by an Intergovernmental Partnership of the Cities and Counties of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission



South Shore Line - Description

- Provides commuter rail service between the northwest Indiana cities of South Bend, Michigan City, Gary, Hammond, and others to downtown Chicago
- 90 miles total in 2 states
 - Service and ridership highly oriented to downtown Chicago
- History
 - Generally regarded as the last electric interurban railway in the United States though greatly modernized in recent years
 - Passenger service provided for over 100 years
 - Has remained electrically operated using overhead wires





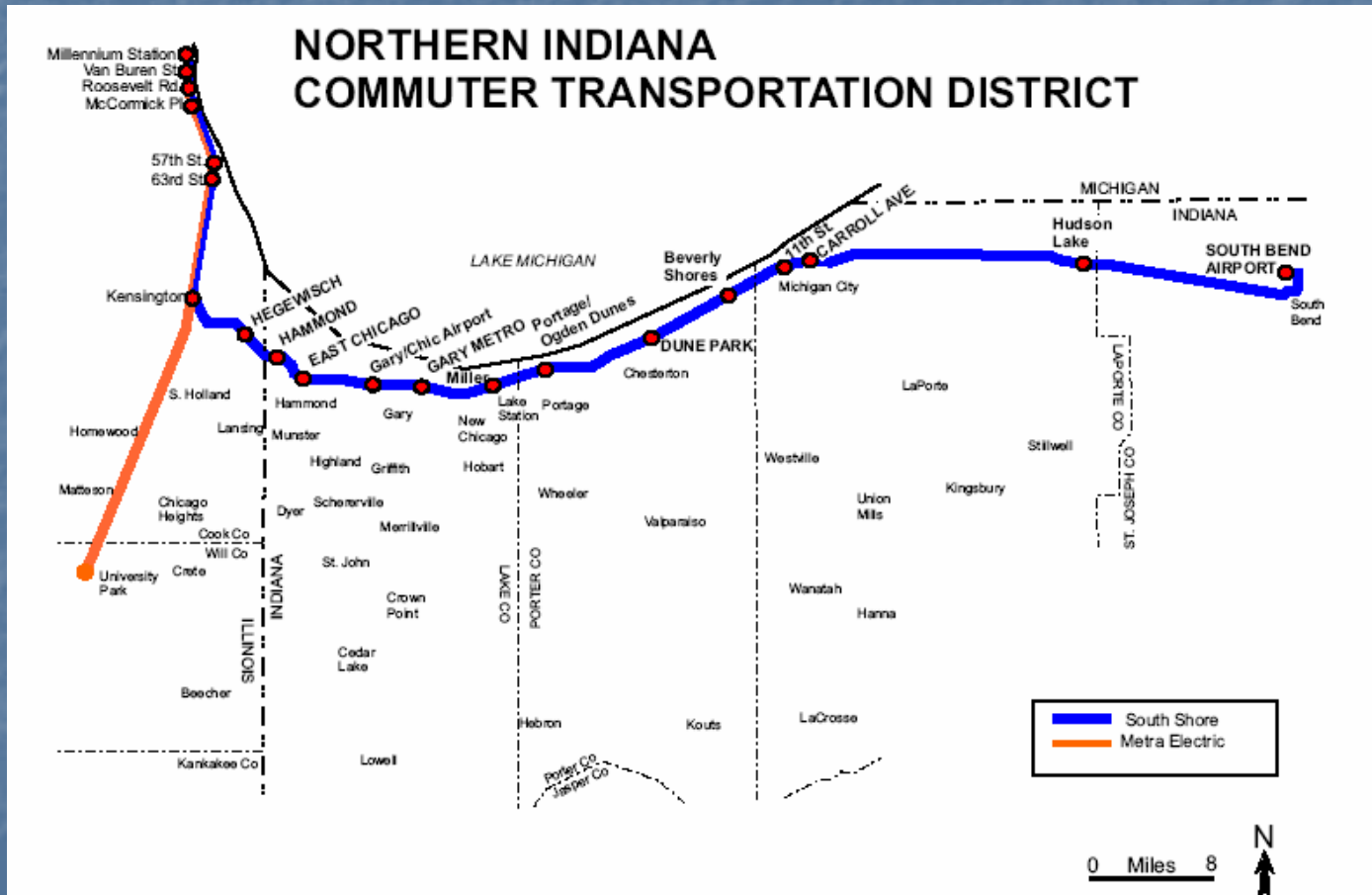
South Shore Line - Ownership

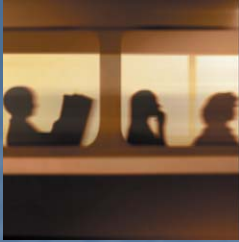
- Privately owned and operated from 1903 to 1990
- Now owned and operated by the Northern Indiana Commuter Transportation District (NICTD)
- NICTD established in 1977
 - By an act of the Indiana General Assembly
 - In response to proposed abandonment of all South Shore passenger service
 - Specifically created to preserve, maintain, and improve commuter rail service between South Bend and Chicago
 - 11-member Board of Trustees
- NICTD owns track and ROW (from Kensington to South Bend), equipment, other assets
 - Freight service provided by separate private company under contract





South Shore Line Route

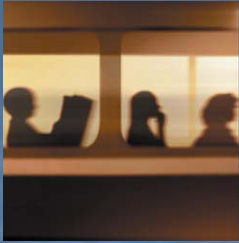




South Shore Line - Operation

- Operation is in partnership with Metra, the Chicago area commuter rail operator
 - South Shore service overlaps with Metra because South Shore uses one of Metra's 11 routes to access downtown Chicago
- Route Characteristics
 - South Bend to Chicago: 90 miles and 20 stations
 - Indiana portion: 69 miles and 12 stations
 - Illinois portion: 21 miles and 8 stations
 - 15 miles of the Illinois portion use the Metra Electric route from Kensington to Randolph Street in downtown Chicago

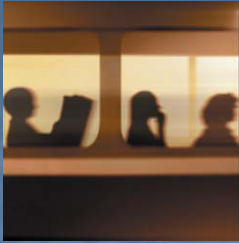




South Shore Line – Illinois Portion

- 8 stations and 21 miles are in Illinois
 - At the 7 Illinois stations shared with Metra (Kensington to downtown Chicago), South Shore cannot handle local passengers whose entire ride would be on this segment; they must use Metra trains
 - At the one Illinois station served only by South Shore trains (Hegewisch) South Shore can handle any passengers in any direction
 - Hegewisch is among the top five busiest stations on the South Shore Line

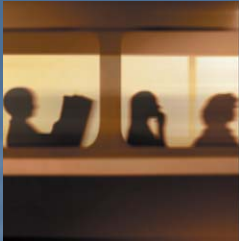




NICTD/South Shore - Funding

- Passenger fares – about 47 % of annual operating expenses
- Assistance through State of Indiana Commuter Rail Service Fund
 - Used for maintenance, improvements, and operations
 - Comes from public mass transit funds collected from state sales tax
 - Dedicated funding
- Metra
 - Provides subsidy for Illinois portion of service
 - Based on passengers boarding at Illinois stations – about 21 % of net operating costs





South Shore Line - Observations

- Overall operational character of South Shore service and its relationship to what is now the Metra Electric commuter route is long-standing. When responsibilities for commuter rail services in northeastern Illinois and northwestern Indiana passed from private to public entities, pre-existing arrangements and relationships were inherited.
 - Type of operation, service, and equipment that is used was established by the original privately operated railroads and has essentially been continued
 - Use of what is now a Metra route to access downtown Chicago is by agreement that was in place long before the creation of Metra, the Chicago RTA, or NICTD

