
<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2008</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Passengers</strong></td>
<td>4,245,958</td>
<td>4,180,380</td>
<td>-1.5%</td>
</tr>
<tr>
<td><strong>South Bend Airport</strong></td>
<td>292,391</td>
<td>311,212</td>
<td>6.4</td>
</tr>
<tr>
<td><strong>Average Weekday</strong></td>
<td>14,327</td>
<td>13,897</td>
<td>-3.0</td>
</tr>
<tr>
<td><strong>Av. Peak</strong></td>
<td>9,725</td>
<td>9,259</td>
<td>-4.8</td>
</tr>
<tr>
<td><strong>Av. Off-Peak</strong></td>
<td>4,602</td>
<td>4,637</td>
<td>0.8</td>
</tr>
<tr>
<td><strong>Avg. Weekend/Holiday</strong></td>
<td>5,437</td>
<td>5,662</td>
<td>5.1</td>
</tr>
</tbody>
</table>

City of Chicago Unemployment Rate 7.6% compared to 5.6% in 2007 (Illinois Department of Employment Security)

Metra Electric ridership January thru November 2009 –4.3%
CHANGE IN NICTD RIDERSHIP
1977-2008

[Graph showing the change in NICTD ridership from 1977 to 2008.]
SOUTH SHORE RIDERSHIP: 1992-2008

The graph shows the trend of annual ridership and weekend ridership from 1992 to 2008 for the South Shore Ridership. The ridership data is depicted with two lines: one for total ridership (blue) and another for weekend ridership (red). The total ridership shows a steady increase over the years, while the weekend ridership shows a more volatile trend with significant growth towards the end of the period.
NICTD’s EXISTING SERVICE

• 41 trains/day during the week 5wb frm S.Bend
  – 4:02 a.m. - 2:25 a.m.

• 21 trains/day weekend/holiday 8wb frm S. Bend
  – 5:20 a.m. - 2:25 a.m.

• 12,900 scheduled trains per year

• Seats in rush hour:
  – 5,735 in a.m.
  – 5,357 in p.m.
PHYSICAL ASSETS

- 82 passenger cars
- 13 stations
- 10 electrical substations
- 300 miles of traction power conductors
- 100 miles of track and sidings
  - 34.6 double
  - 65.6 single + sidings
- 35 major bridge structures
- Administrative, maintenance and operations control facilities in Michigan City
OBJECTIVES

- Enhance safety
- Improve passenger amenities
- Improve reliability
- Reduce travel time
- Enhance capacity
CAPITAL INVESTMENT

• **Infrastructure**
  – **Centralized Train Control**
    • Fiber optic communication
    • Bi-directional signals
    • Power switches
    • Foundation for cab signals, Positive Train Control and higher operating speeds
  – **Catenary Modernization**
    • Replacement of all conductor and support hardware
    • Constant tensioned in tangent sections
    • Reduced profile – feeder cable outside – reduced weight
CAPITAL INVESTMENT

• Capacity Enhancements
  – New “Gallery” Cars
  – Kensington By-Pass
  – Realignments in South Bend and Michigan City (*reduced travel time*)
  – West Lake Expansion Infrastructure
Phase 1: Complete
Phase 2: Complete
Phase 3: Spring 2009

Signal:
- Phase 1: Complete
- Phase 2: Complete
- Phase 3: Spring 2009

Catenary:
- Phase 1: Complete
- Phase 2: Spring 2009

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
CTC OPERATIONAL
2007

PREVIOUS DISPATCH OFFICE
CATENARY PHASE 2
Michigan City to Gary

• Single track with passing sidings
  – 26 Route Miles
    • 18 miles of single track

• Busing impractical – cannot maintain schedule

• Weekend outages:
  – South Bend to Gary Metro Center
    • 2009: 5 weekend outages
    • 2010: 6 weekend outages
  – South Bend to Dune Park
    • 2011: 10 weekend outages
300 SERIES CAR ORDER

Type 1-1

PLAN1-1
• Metra (access to Chicago)
  – Identify and preserve train capacity on MED
  – Investments would likely be required for capacity expansion
  – Working together to identify issues and cost effective solutions.
  – Simulation analysis to confirm capacity needs.
Proposed South Bend Realignment
MICHIGAN CITY PROPOSED REALIGNMENT