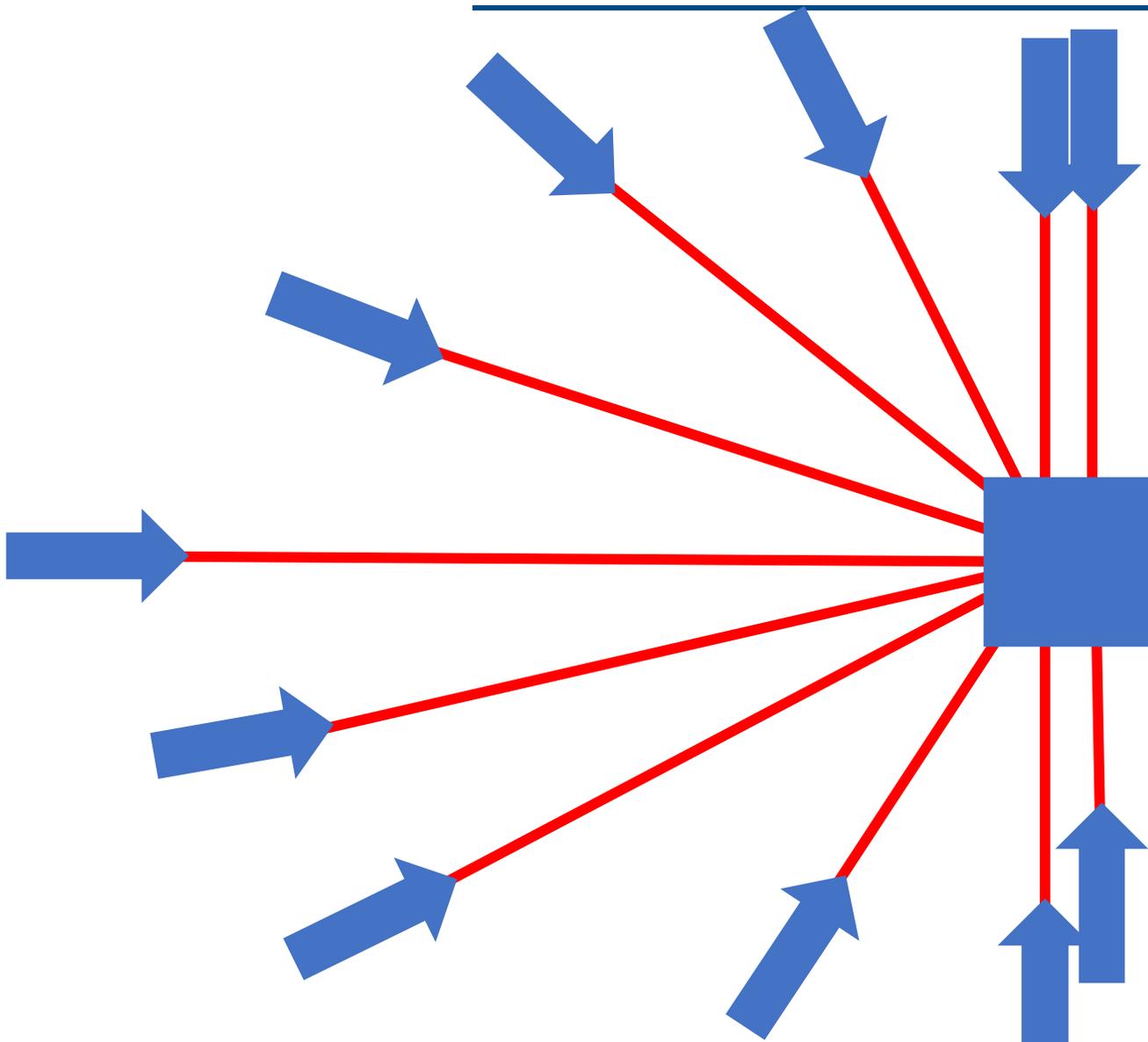


SANDHOUSE RAIL GROUP PRESENTATION

February 13, 2023

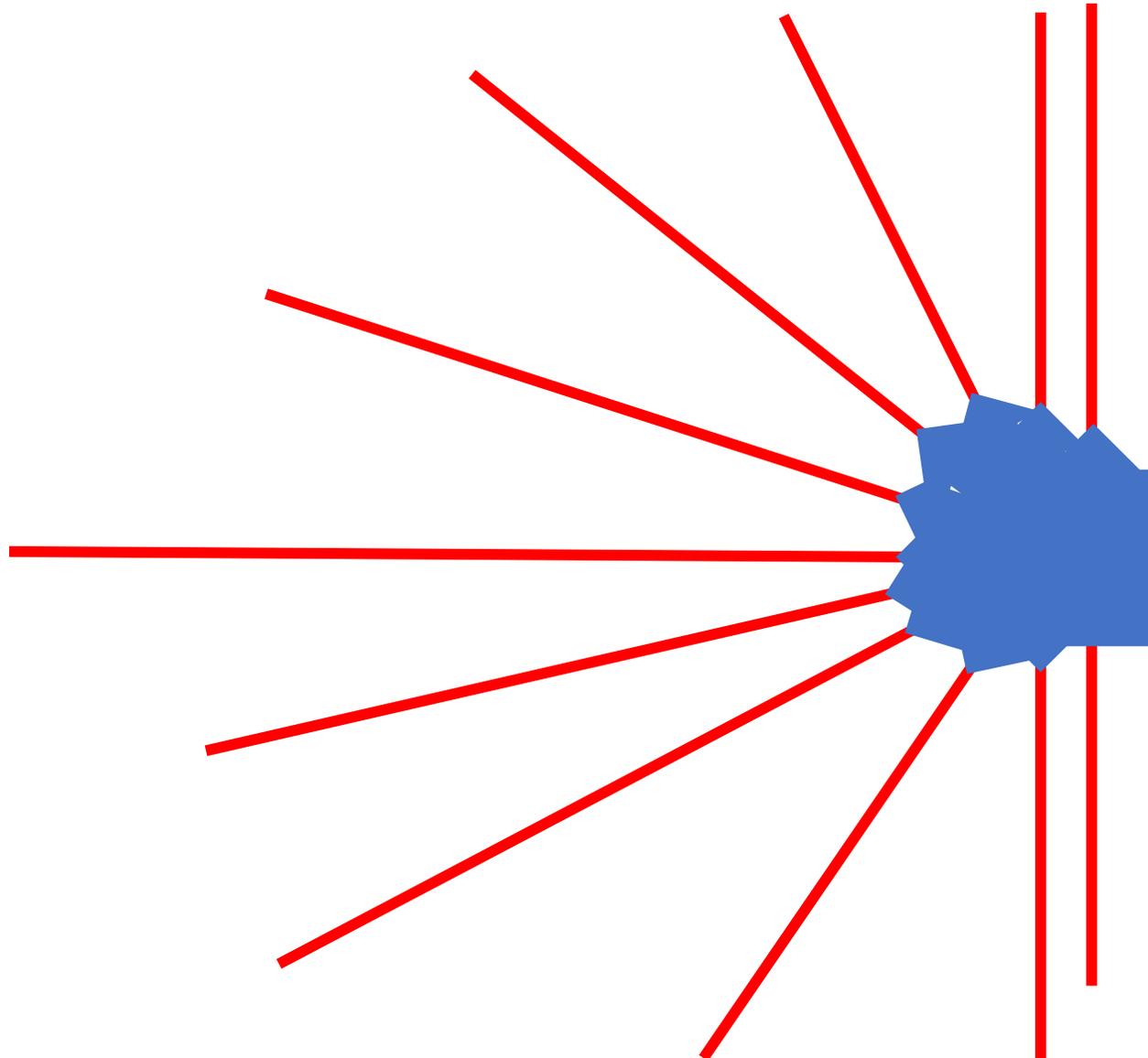


WHAT IS COMMUTER RAIL? (HISTORICAL)



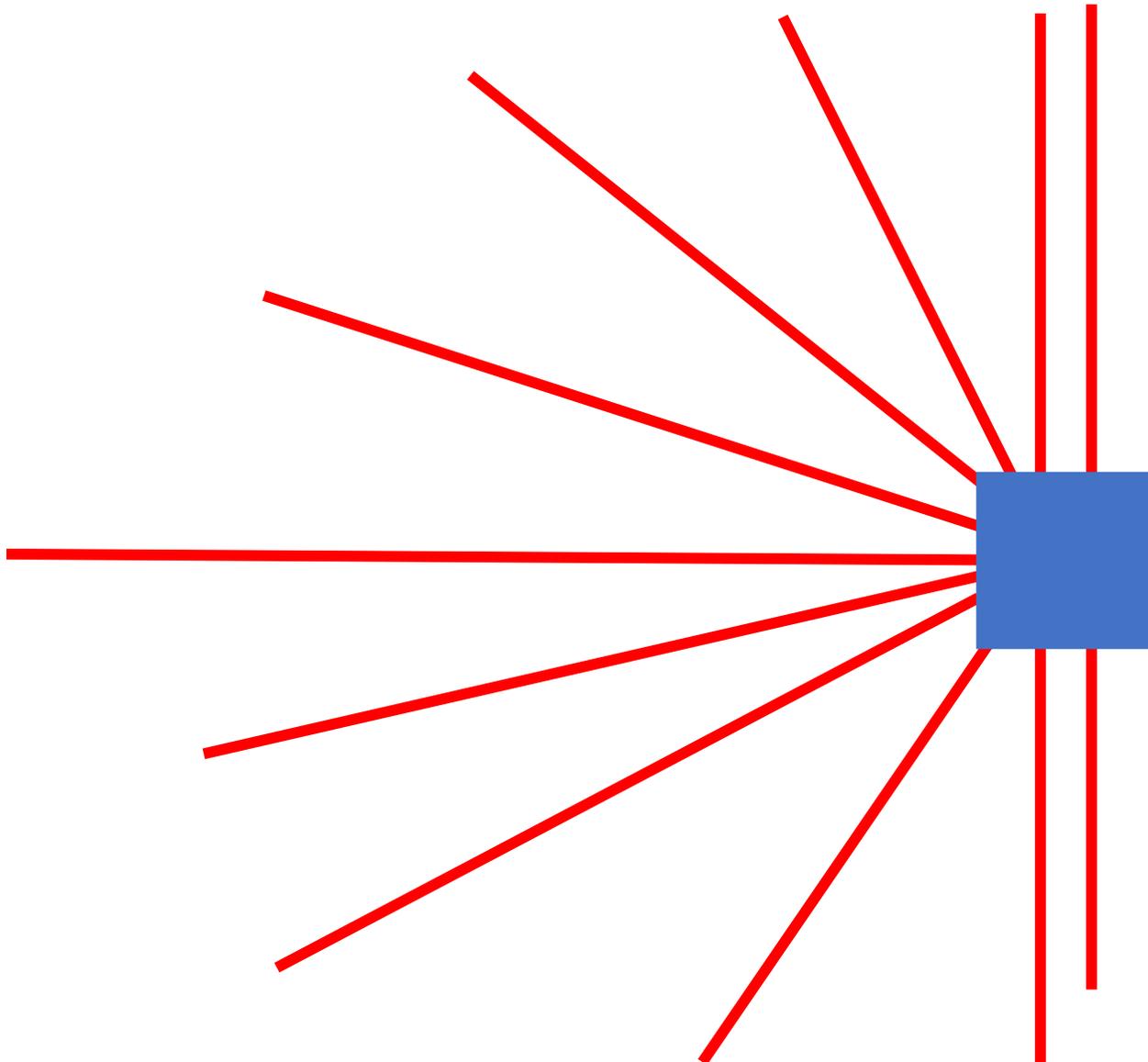
- Primarily characterized by rush period service to and from a central business district
- More infrequent off-peak and weekend service
- Service model started to change even before COVID dramatically accelerated work-from-home trend
- Post-COVID ridership still significantly down

WHAT IS COMMUTER RAIL?



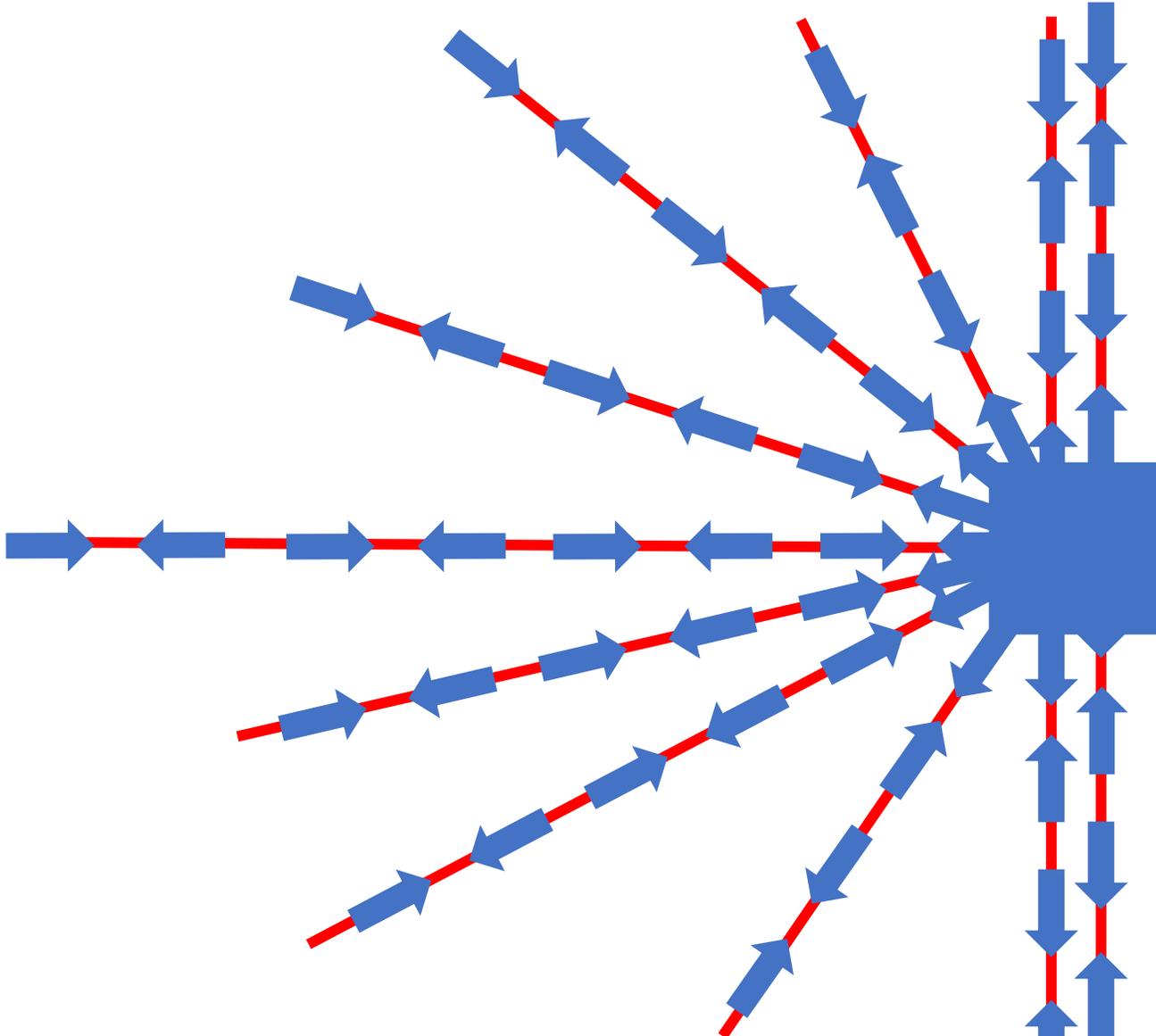
- Primarily characterized by rush period service to and from a central business district
- More infrequent off-peak and weekend service
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- Post-COVID ridership still significantly down

HOW SHOULD COMMUTER RAIL EVOLVE?



**We need
to rethink
everything**

THE FUTURE: REGIONAL RAIL



- Fast, frequent, bidirectional service throughout the day
- Coordinated “pulse” scheduling
- Memorable timetables and consistent stopping patterns
- Provides all-day transportation option for all trip types in the region

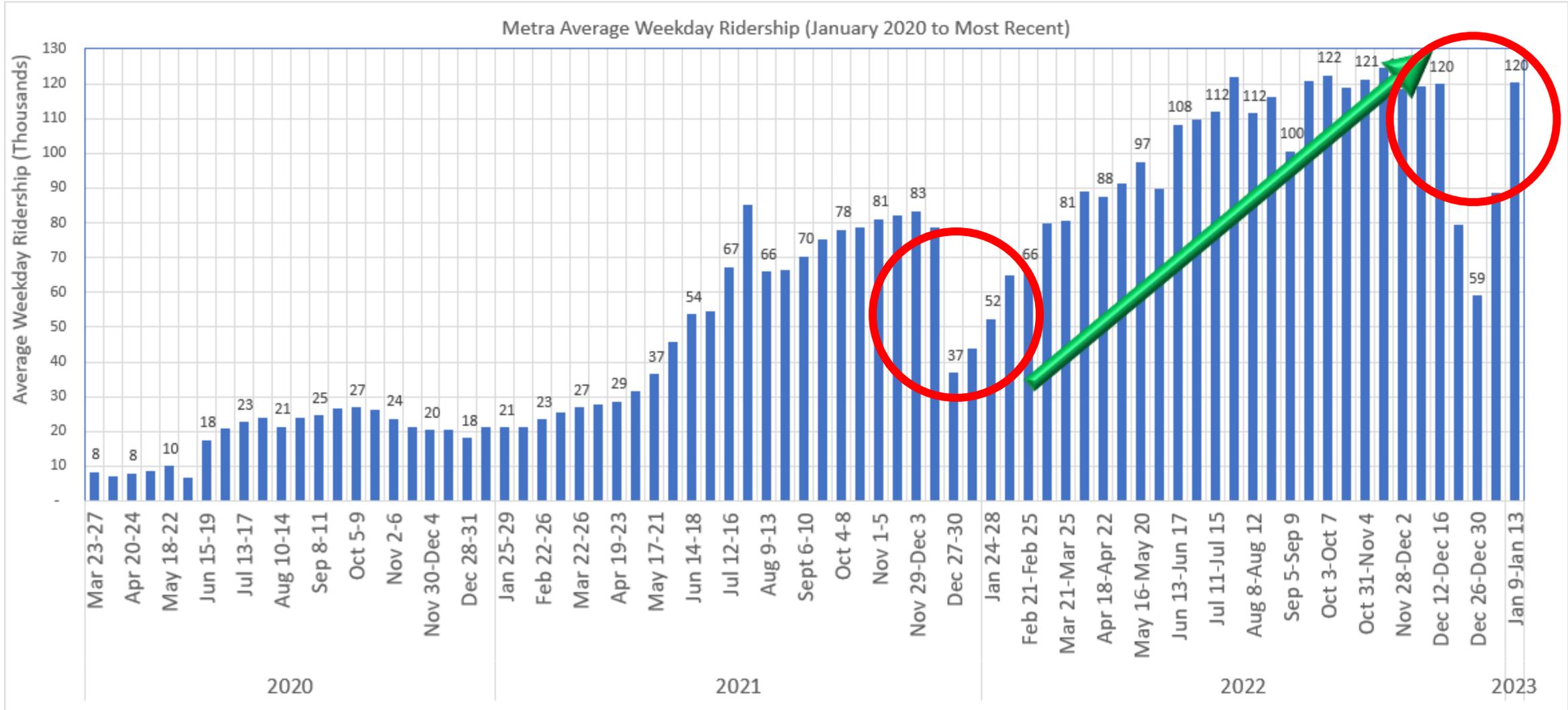
- Risks and challenges:
 - Do not own and/or dispatch all lines
 - Freight traffic also uses/needs infrastructure
 - Higher costs at a time of lower revenues

NEW SCHEDULES



- Step away from pre-pandemic schedules that prioritized peak rush-hour service in favor of a more balanced approach that spreads out the service to offer better off-peak options.
- The schedules also have been reimagined with more memorable timetables and service patterns.
- Provide more flexibility to riders

2020-2023 RIDERSHIP



SERVICE RESTORATION PRINCIPLES

- Provide **consistent and frequent service** throughout the day
 - Create regular headways throughout the service day
 - This may mean moving some peak trains to off-peak times to account for new commuting patterns
- **Easily understandable** with **memorable service patterns**
 - Create a few different types of train patterns on each line
- Include **new express service** when possible
 - Creating consistent zone-like service where possible
- **Consider transfers** both within Metra and other transit services
 - Schedules that can allow for transfer between Metra lines and other first and last mile services (CTA/Pace/Private Shuttles)
- Explore **reverse commute** and **new ridership markets**
 - This could also be more important post-COVID if reverse commute and suburb-to-suburb markets grows
- Promotes **regional equity**
 - Schedules take into consideration low-income and minority areas

CREATING A CLEAN AND SAFE EXPERIENCE



NEW FARE OPTIONS



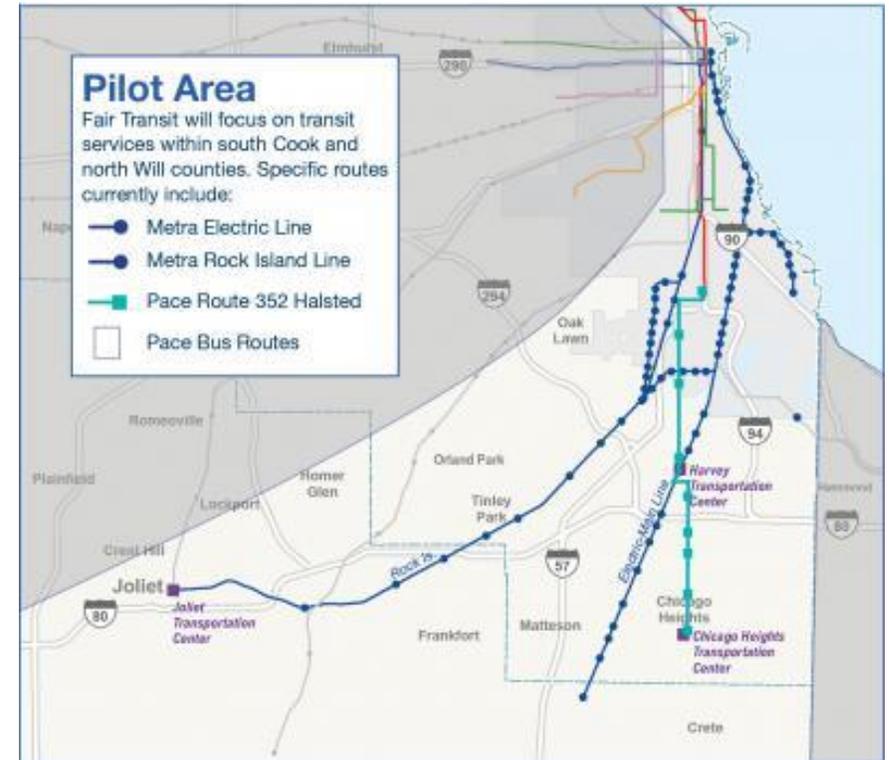
\$6
**THREE-ZONE
DAY PASS**
with Ventra



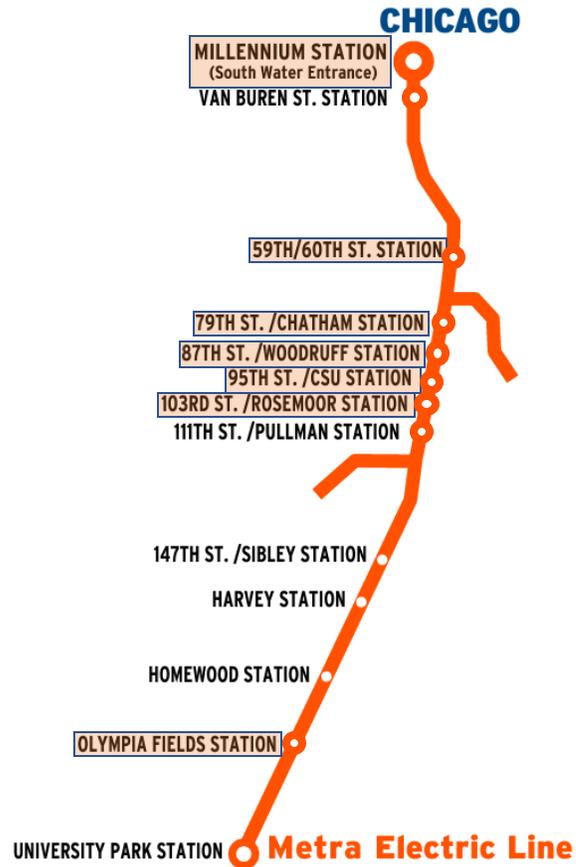
- Started \$10 Day Pass early in the pandemic to introduce flexibility for rider
- Offered \$6 Day Pass in 2021 to increase options
- Started \$100 flat-rate "Super Saver" Monthly Pass in 2022
- Extended all options into 2023

FARE TRANSIT SOUTH COOK PILOT

- Three-year pilot started in 2021
- Sponsored by Cook County
- Reduced fare rates for all riders on Metra Electric and Rock Island lines
- Provides relief to a region that is more economically disadvantaged and transit-dependent than other areas
- Those two lines have shown stronger recovery than most other Metra lines



METRA PROJECTS - METRA ELECTRIC COMMUNITY INITIATIVE



Construction funds in 2023 program:

- Millennium & South Water Entrance
- 59th/60th St - U of Chicago
- *79th St/Chatham - Contract awarded*
- *87th St/Woodruff - Contract awarded*
- 95th St/Chicago State University
- 103rd St/Rosemoor
- Olympia Fields

Previously funded or in 5-year program:

- Van Buren St.
- 111th St/Pullman
- *147th St/Sibley - Under construction*
- Harvey
- *Homewood - Contract awarded*
- University Park

METRA PROJECTS - STATIONS

Work Underway:

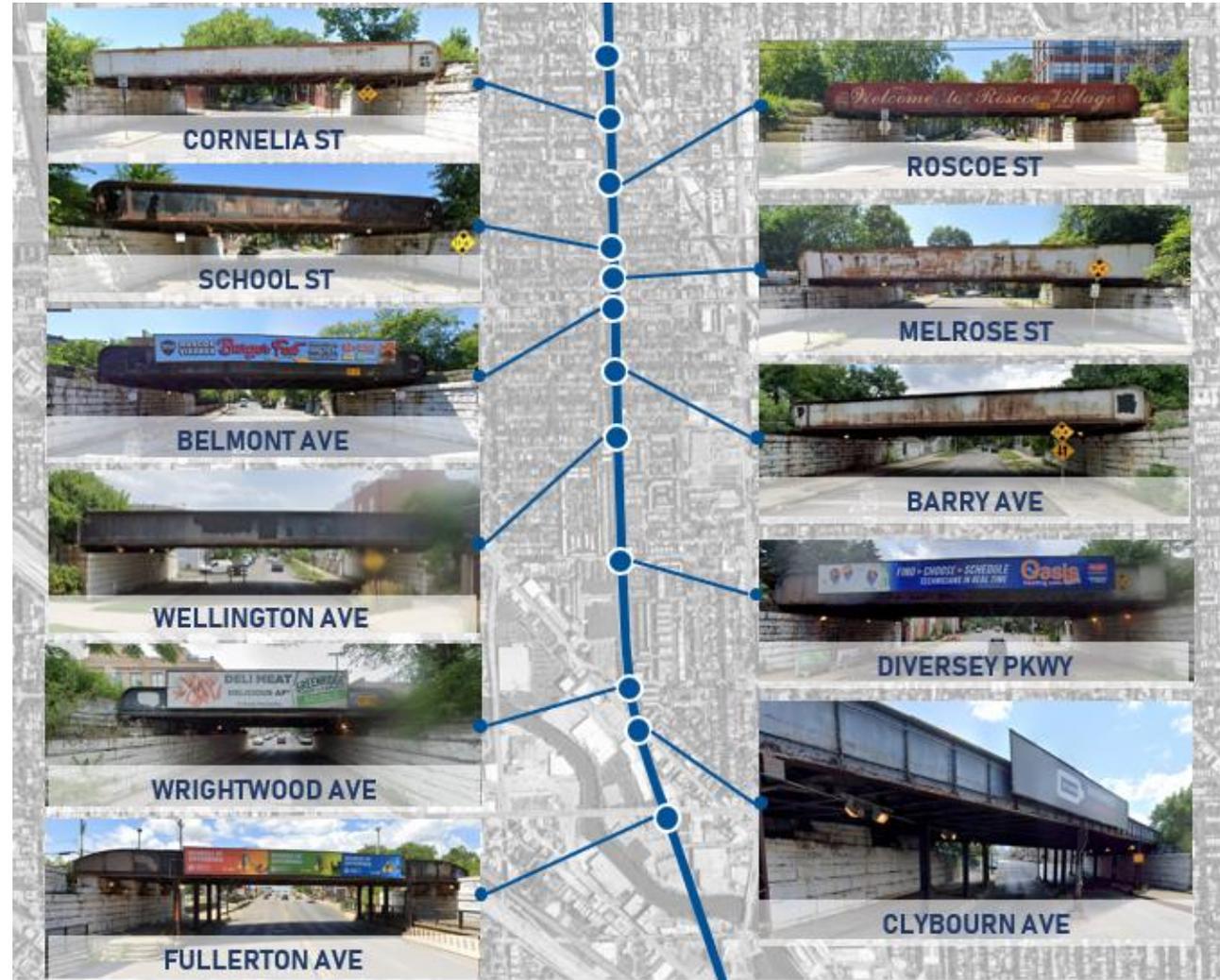
- Ravenswood - UP North
- Peterson Ridge - UP North
- Grayland (and Milwaukee Ave. bridge) - Milwaukee District North
- Auburn Park - Rock Island
- Blue Island/Vermont - Rock Island
- 147th/Sibley - Metra Electric
- Homewood - Metra Electric

10 more stations nearing construction



METRA PROJECTS - BRIDGES

- Second phase of UP North bridge replacement project - engineering underway
- Bridge lift and replacement as part of new Auburn Park Station project
- Replacement of bridge over Mud Creek on MD-N near Long Lake
- Engineering funds to prepare for a proposed third track and several improvements on RI Line between LaSalle Street Station and 75th Street



ROLLING STOCK - SD70MACH

- Took delivery of first Tier 3 locomotive - a remanufactured SD70MACH
- Painted in RTA colors to mark the 50th anniversary of the RTA
- Ordered 15 with options for 27 more



ROLLING STOCK - NEW

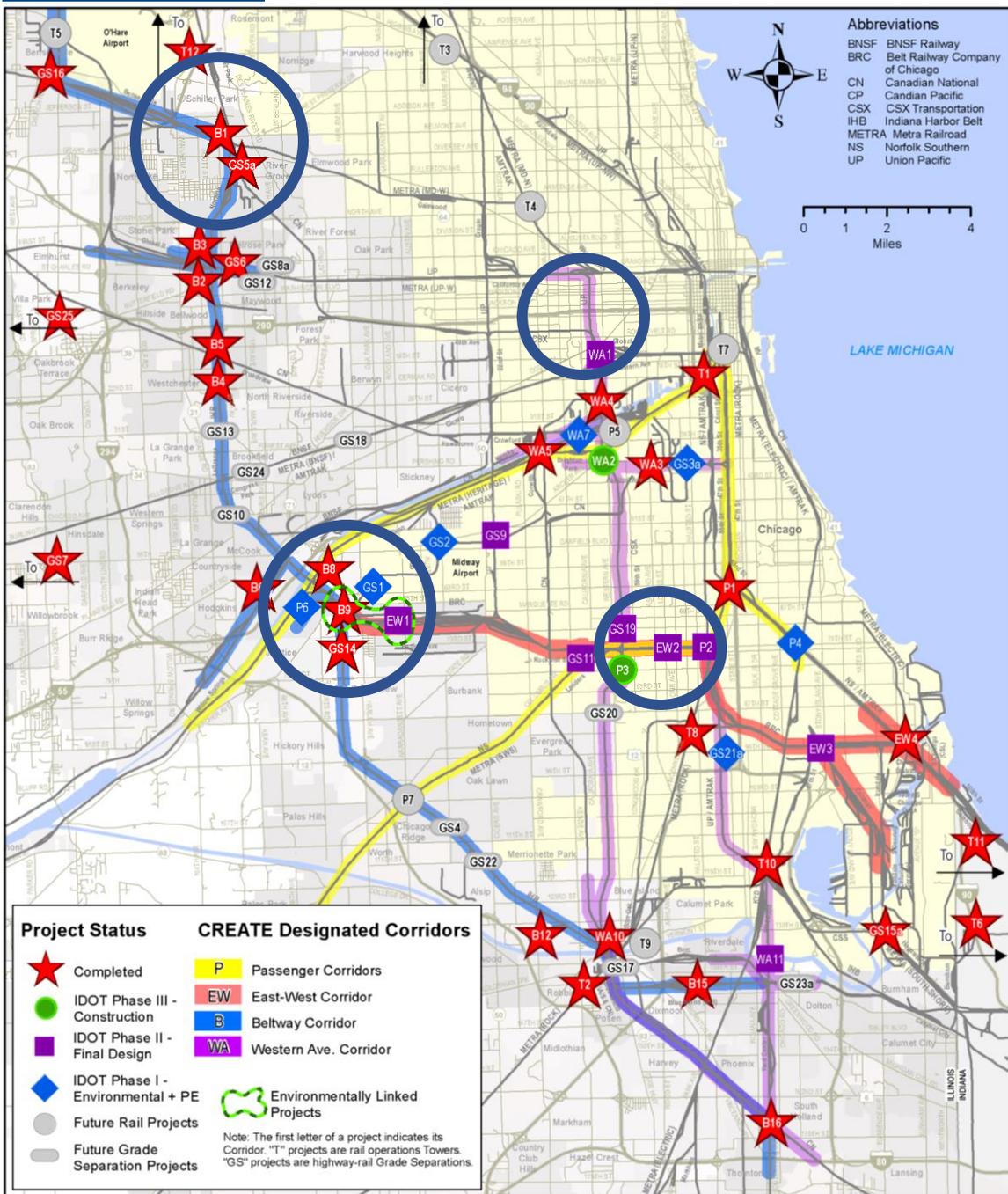
- Issued RFP for battery-powered trainsets (proposals being analyzed)
- Working on design for 200-car base order of next-generation railcars, to be delivered in late 2024



ROLLING STOCK - REHABS

- Continuing our in-house railcar and locomotive rehab programs





Recent CREATE Work

Project B1 - Completed

Canadian Pacific Crossover Upgrades

Project B9 - Completed

Argo Connections

75th Street CIP

- **Project P3 - Started**
Forest Hill Flyover
- **Project GS19 - Started**
71st Street Grade Separation
- **Project EW2 - In design**
Belt Junction
- **Project P2 - In design**
Rock Island Connection

Project WA1 - Coming Soon

Ogden Junction

NICTD'S EXISTING SERVICE

- 43 trains/weekday (including first new express service in 20 years)
 - 4:03 a.m. - 2:24 a.m.
- 21 trains/day weekend/holiday
 - 5:20 a.m. - 2:24 a.m.
- 12,800 scheduled trains per year
- Seats in rush hour:
 - 5,909 in a.m.
 - 5,263 in p.m.
- Passengers:
 - 3.4 million annual trips in 2019
 - Weekday: 12,100/day
 - Weekend/holiday: 5,000/day
 - Pandemic Ridership in 2020 to date
 - Currently operating at 50% of pre-pandemic ridership



NICTD'S EXISTING SERVICE

- Board passengers at 19 stations(NICTD owns 12 with 7 owned by Metra)
- 82-car fleet with an average age of 26 years
 - 41 EMU 93 seats/car(1980-82)
 - 7 EMU 110 seats/car(1992)
 - 10 trailers 130 seats/car(1992)
 - 10 EMU single end cab 96 seats/car(2000)
 - 14 EMU gallery single end cab 110 seats/car(2009)



2022 NICTD RIDERSHIP

YTD Thru December 2021/2022			
	2020	2022	Change
Total Passengers	1,022,910	1,406,302	37.2%
Avg. Weekday	3,116	4,435	41.8%
Avg. Peak	1,846	2,855	54.0%
Avg. Off Peak	1,270	1,581	23.9%
Avg. Weekend	2,082	2,506	21.5%

YTD Thru December 2019/2022			
	2019	2022	Change
Total Passengers	3,283,603	1,406,302	-57.2%
Avg. Weekday	10,963	4,435	-59.5%
Avg. Peak	8,020	2,855	-64.4%
Avg. Off Peak	2,942	1,581	-46.3%
Avg. Weekend	4,438	2,506	-43.5%



SOUTH SHORE SERVICE GOALS

- Increase Service Frequency:
 - more express/limited stop service
 - 26 additional trains
 - hourly off-peak service/memory shedule
- Reduce Travel Times:
 - **90 minutes from South Bend**
 - **67 minutes from Michigan City**
 - **52 minutes from Chesterton**
 - **low mid-40s from Miller**
- Improve Reliability: From **89% on-time to 95%**
- Increase ridership: **Double current ridership**

STRATEGIC VISION: 2014-2033

- **Enhance safety**
- **Reduce travel time**
- **Increase train frequency**
- **Improve reliability**
- **Double daily ridership by 2037**

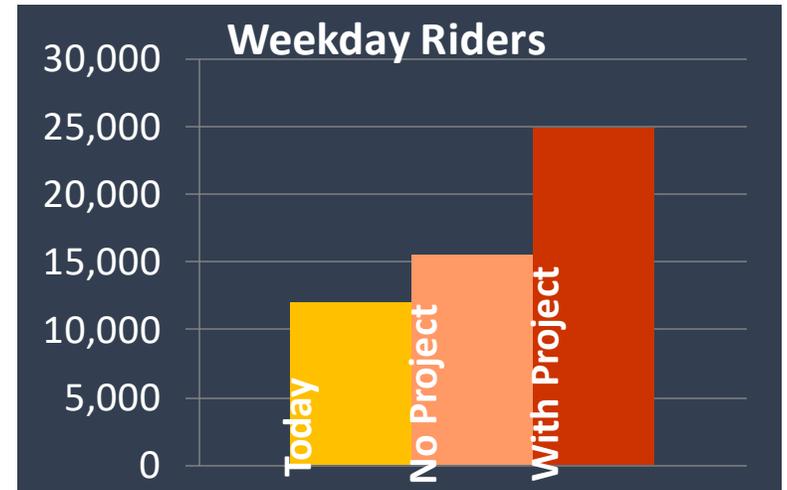
MAJOR CAPITAL INVESTMENTS - 5 Year Capital Plan	
Metra Track 4 Project	\$170,000,000
West Lake Corridor Project	\$943,000,000
Double Track Gary to Michigan City	\$650,000,000
South Bend Airport Rail Realignment	\$75,000,000
State of Good Repair with New Bi-Partisan Infrastructure Funding	\$160,000,000
Metra HL1 Rolling Stock Lease of 26 bi-level cars starting in 2023 (this is part of the \$150M SGOR funding)	\$17,500,000
Total Capital Plan Spending over next 5 years	\$2B

WHY DO THESE PROJECTS?

- In excess of \$2.5B in private investment from the projects
- Creation of more than **7,000 new jobs**
- Generation of a **ROI** on the State of Indiana investment of at least **\$2 for every \$1** invested.
- SSL average household income is nearly **\$90K/year**
- Jobs in Chicago pay a **40% premium**, on average than jobs in NWI
- Ridership Double-More riders to Chicago, more local investment
- **Enhanced Service to provide more frequency, reliability and reduced time to market to better position SSL in a Post-Covid society!!!!**
- **Transit Oriented Development**
- Transit Development Districts
- Environmentally Friendly- **Commuter rail was green before green was cool!!!"... JD**
- **Quiet Zones**reduce noise pollution, enhance quality of life
- **18X safer** travelling by train than by car

INCREASED RIDERSHIP

- With the West Lake Corridor and Double Track projects, the SSL ridership is estimated to increase from 12,000 daily boardings in 2015 to more than 27,600 by 2040
 - Daily trips on West Lake Corridor projected to be 10,400 by 2040
 - 145,000 in reduced vehicle miles traveled
 - Based on STOPS Model
 - Farebox revenues are not a source of repayment of the debt



- 
- PARDON OUR DUST
 - Busing passengers from Michigan City to Gary
 - Construction Delays

DOUBLE TRACKING: GARY - MICHIGAN CITY



- Cost: \$650 million
- 25-mile project area
- 16 miles of new 2nd track
- 4 new bridges
- 5 new hi-level boarding platforms
- 7 new hi-speed crossovers
- Closing 20 grade crossings in Michigan City
- Train/car separation in Michigan City









DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 1: Walsh/Herzog Joint Venture (Main Construction Project)



Working on Overhead Contact System (OCS) installations at Michigan Blvd. in Michigan City

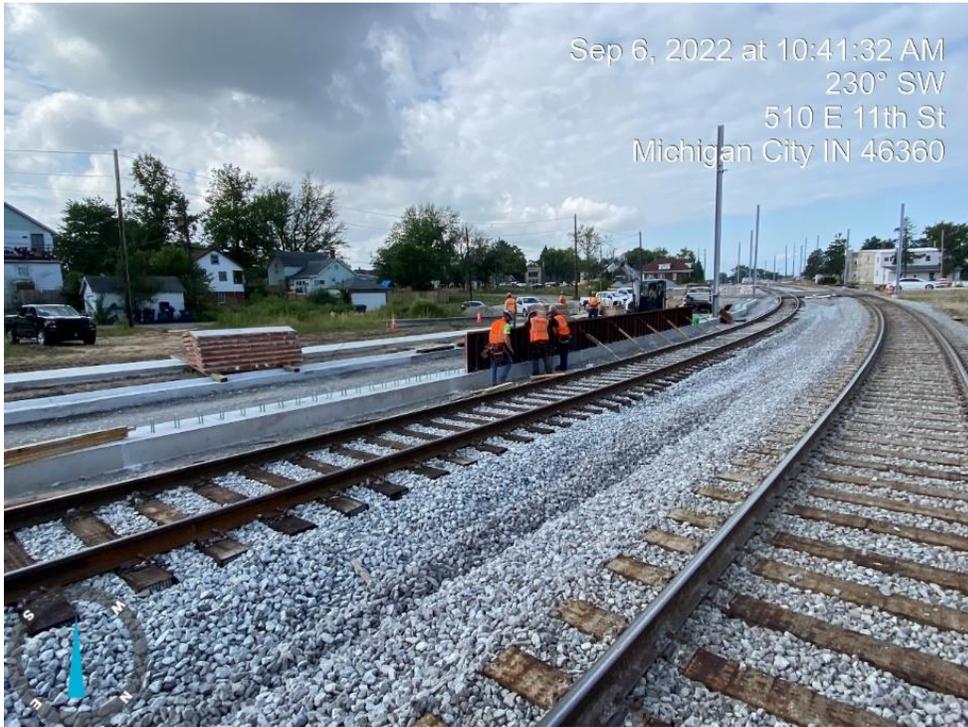


Portal beam installations at Lafayette St. in Michigan City

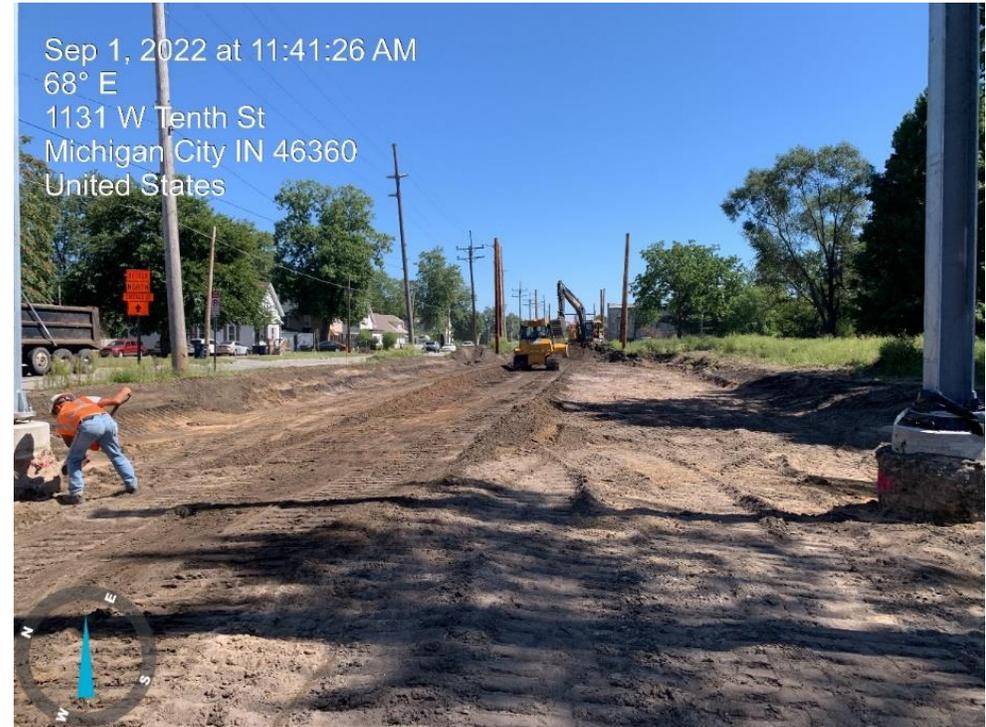


DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 1: Walsh/Herzog Joint Venture (Main Construction Project)



Forming the barrier wall in Michigan City that will separate new eastbound 11th St. from NICTD tracks

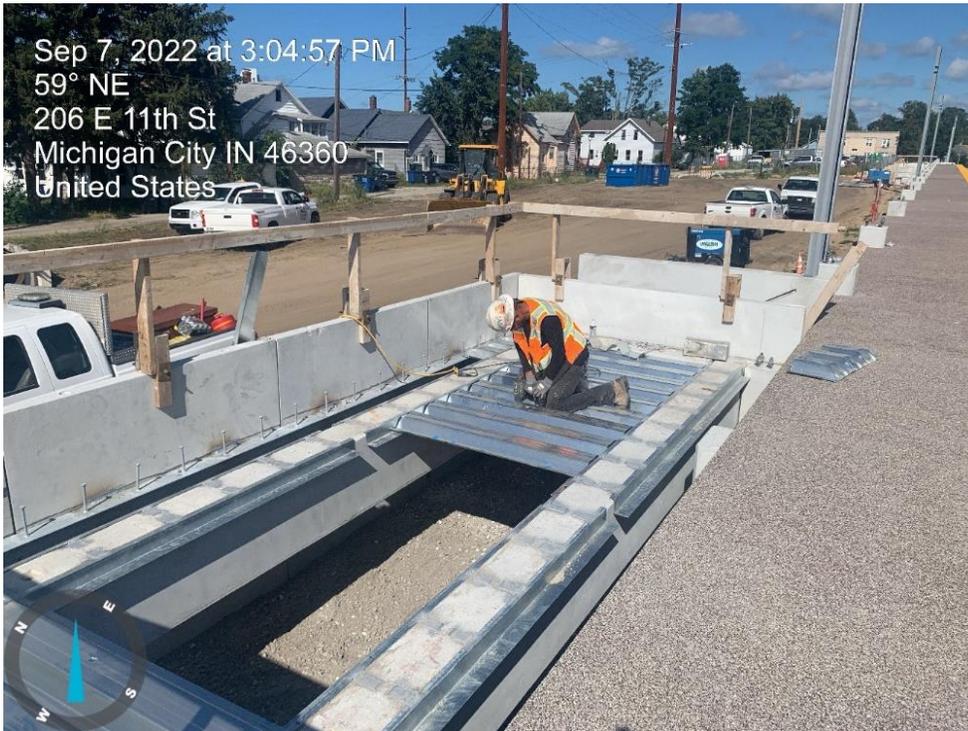


Cutting grade in preparation for tracks on 10th St in Michigan City near Willard Ave.



DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 1: Walsh/Herzog Joint Venture (Main Construction Project)



11th St. Station platforms/walkways under active construction





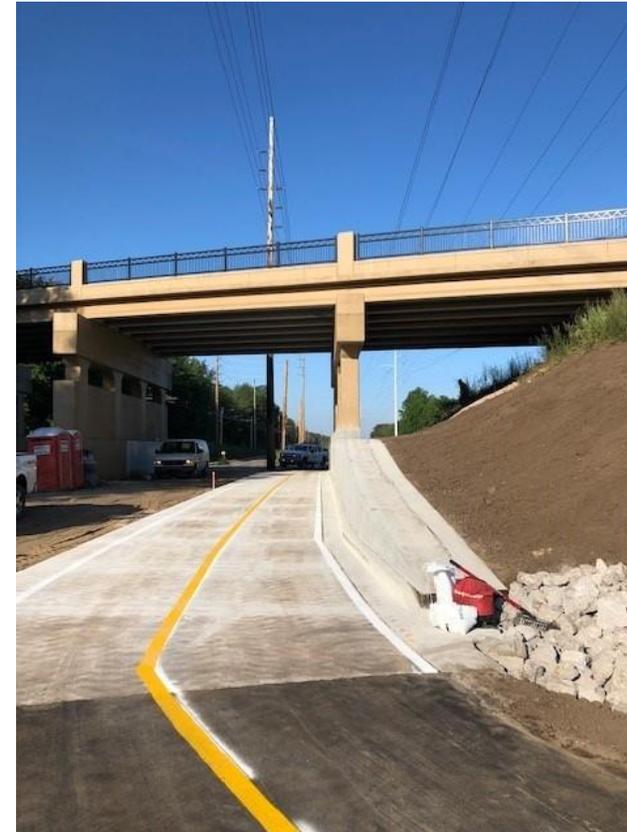


DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 1: Walsh/Herzog Joint Venture (Main Construction Project)



Installing final detail at Weiland Ditch culvert - wildlife shelf



Calumet Trail segment under Hwy 49 in Chesterton



DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 5: Dune Park East Parking Lot Expansion – Rieth Riley





DOUBLE TRACK NWI CONSTRUCTION PROGRESS

Contract 3: Miller New Station and East Parking Lot – Hasse Construction

Contract 1: Walsh/Herzog – 54” sewer relocation in Gary



DT3 – sewer relocation



DT1 – 54” sewer relocation



METRA LEASED VEHICLE REHABILITATION



Cars 1204 and 1215 in progress

*NICTD style windows installed,
included combined
ingress/egress window*



WEST LAKE CORRIDOR

THE WEST LAKE CORRIDOR PROJECT WILL REPRESENT THE FIRST EXTENSION OF COMMUTER RAIL IN NORTHWEST INDIANA AND PROVIDE A METHOD OF TRANSPORTATION THAT DOES NOT CURRENTLY EXIST.

STATION

DYER/MUNSTER

MUNSTER RIDGE

SOUTH HAMMOND

HAMMOND GATEWAY

TRAVEL TIME TO HAMMOND GATEWAY

13 MINS.

9 MINS.

6 MINS.

TRAVEL TIME TO MILLENNIUM

45 MINS.

41 MINS.

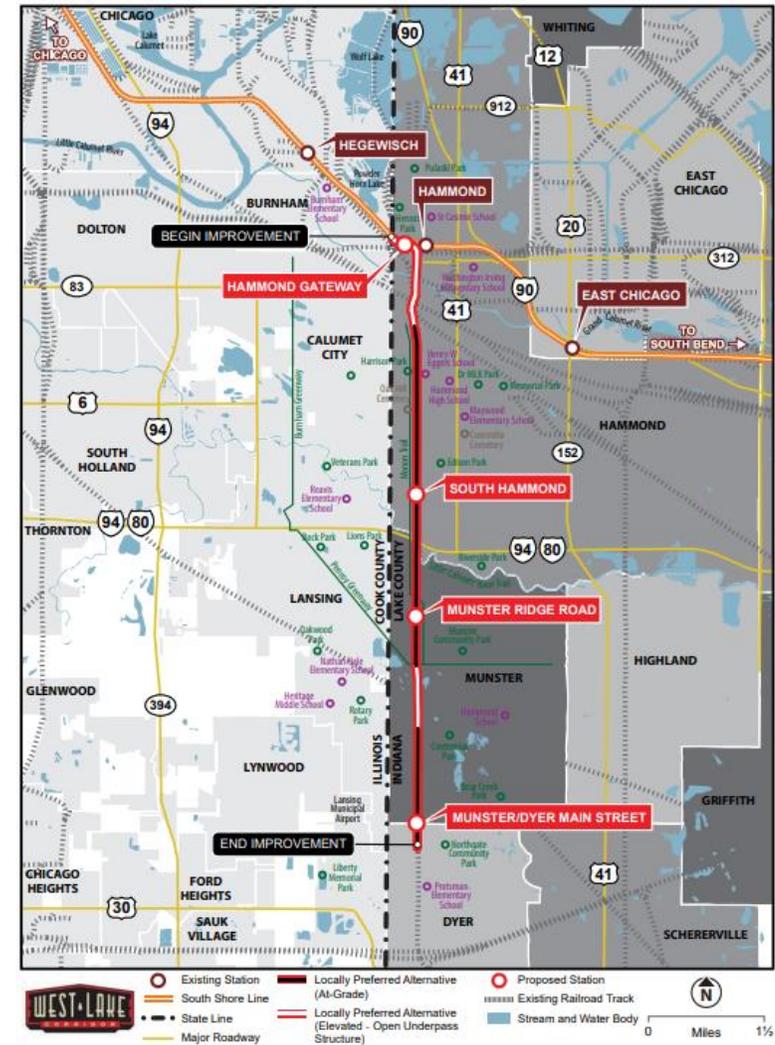
38 MINS.

32 MINS.

PROJECT OVERVIEW - WEST LAKE

West Lake (WL) Corridor Project

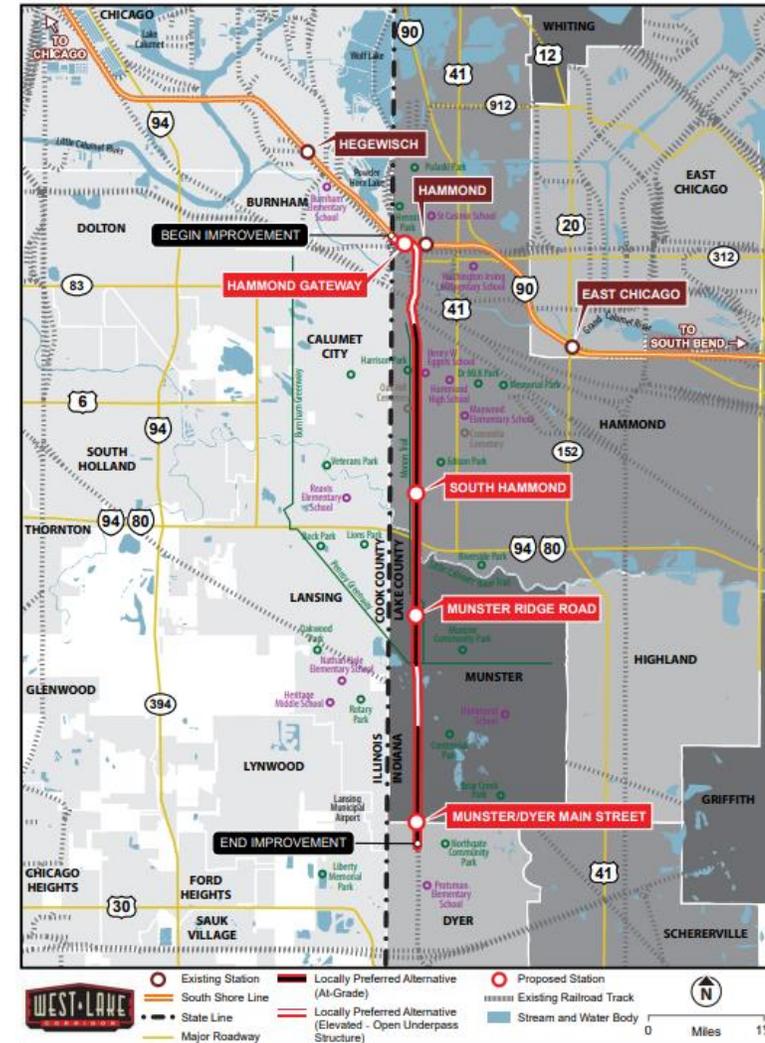
- Expands the South Shore Line's commuter rail service through an approximate **eight-mile** extension
- Establishes new service at **four new stations** between Dyer, Indiana and Millennium Station in Chicago



PROJECT OVERVIEW - WEST LAKE

West Lake (WL) Corridor Project

- Operating Schedule
 - 12 trips to/from Millennium Station (weekday peak)
 - 18 trips connecting South Shore Line Trains at Hammond Gateway (weekday off-peak)
 - 28 trips connecting South Shore Line Trains at Hammond Gateway (weekend service)
- Travel Time
 - 47 minutes Munster/Dyert to Millennium Station in Chicago
 - 14 minutes Munster/Dyert to Hammond Gateway Station
- Total project cost: approx. \$944 million





HAMMOND GATEWAY STATION





CONSTRUCTION PHOTOS: NORTH SEGMENT



North Segment Activities: Substructure work for elevated structures including installation of bents, caissons, piers, and foundations



CONSTRUCTION PHOTOS: NORTH SEGMENT OTHER



***Other North Segment Activities:
Driving piles, pond excavation,
development of track bed
adjacent to Monon Trail***





CONSTRUCTION PHOTOS: MIDDLE SEGMENT



Middle Segment Activities: South Hammond Station work including parking lot site clearing and utilities installation.





CONSTRUCTION PHOTOS: SOUTH SEGMENT



South Segment Activities: Retaining wall construction, removal and storage of existing ped bridge at the Little Cal River, preparations for Bridge 107 construction



CONSTRUCTION PHOTOS: FABRICATION/MATERIALS



Ongoing production and delivery of materials. Off-site visit to ISC visit in July to view bridge fabrication





CONSTRUCTION PHOTOS: VEHICLE REHABILITATION



Seats installed



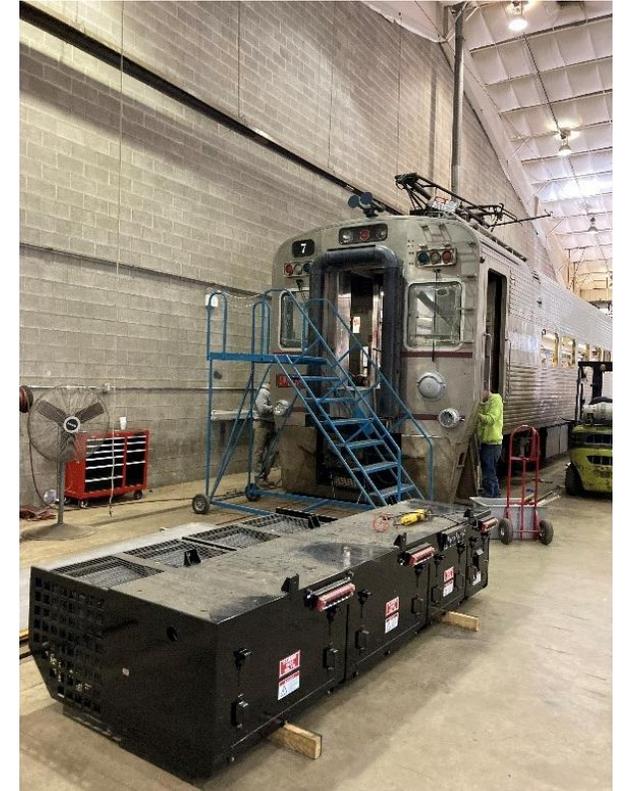
Car #8 (NICTD 7) Interior, 8/2022



New trash container and recessed hand sanitizer pre-installed in wall



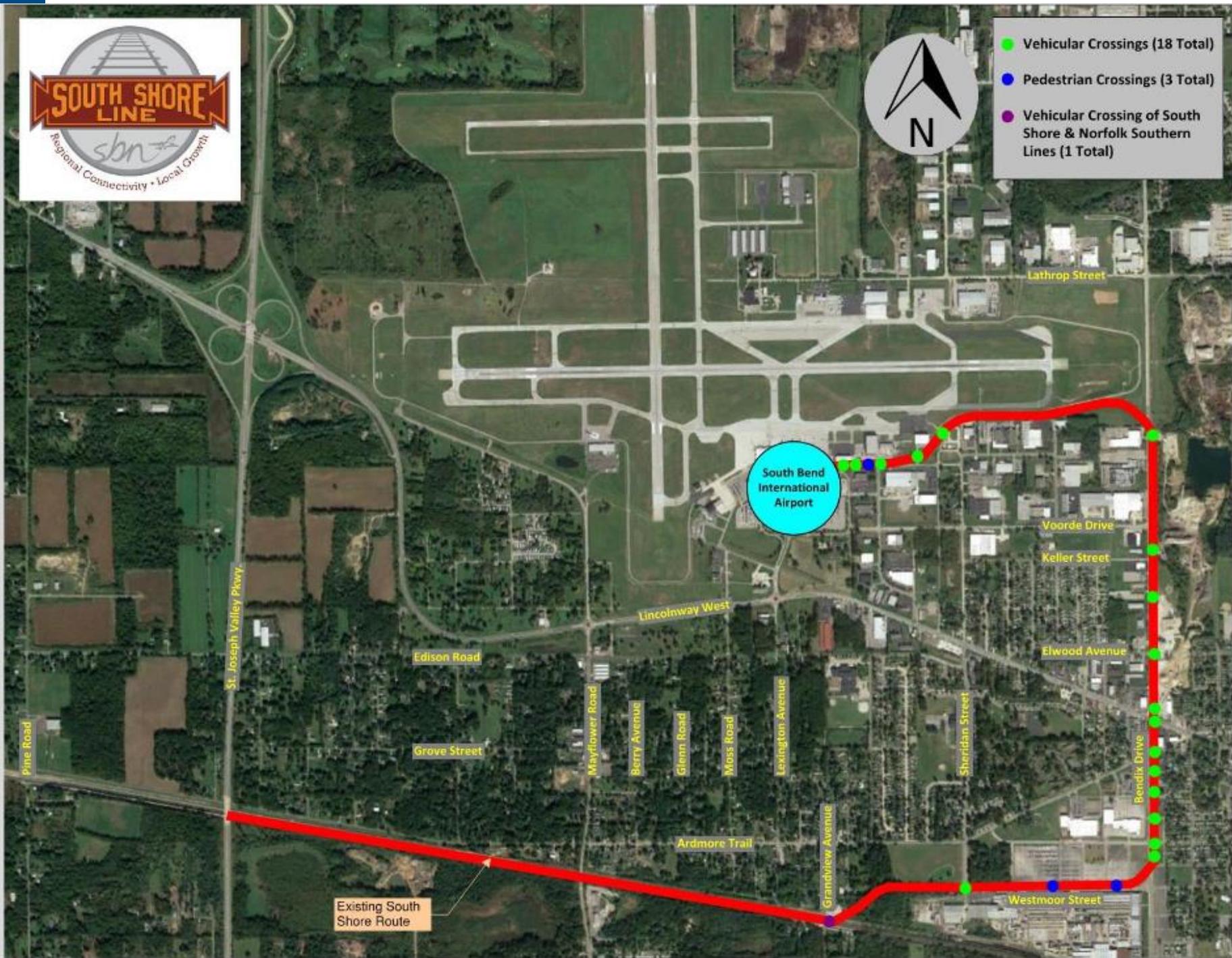
Car #9 (NICTD 9) Interior, 9/2022



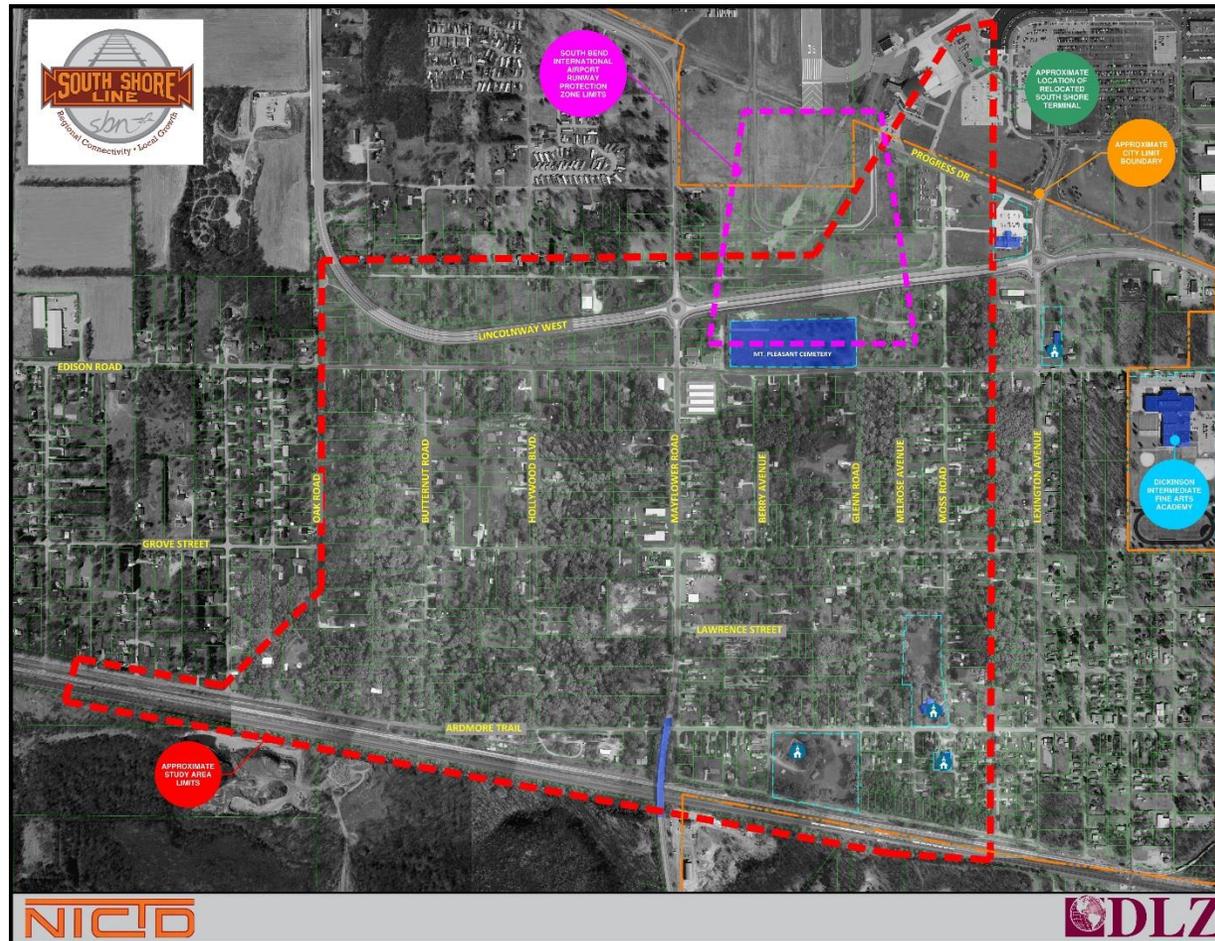
Car #8 (NICTD 7) Exterior, 8/2022



- Vehicular Crossings (18 Total)
- Pedestrian Crossings (3 Total)
- Vehicular Crossing of South Shore & Norfolk Southern Lines (1 Total)

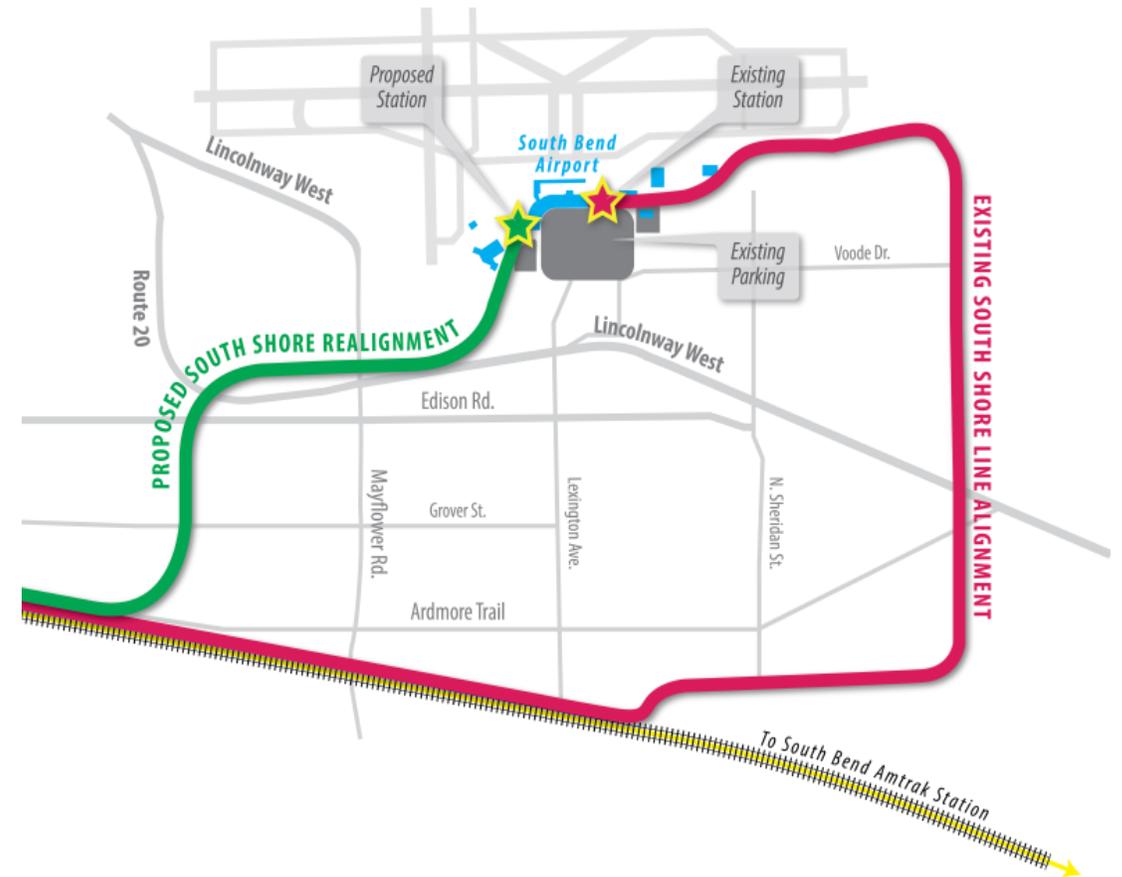


SBN RAIL RE-ROUTE



SOUTH BEND AIRPORT REALIGNMENT

- Relocate from east side of airport terminal to new location on west side
- Save 15 minutes travel time to Chicago
- Eliminate 18 grade crossings
- Cost: \$75 million
- Awaiting FAA review
- Opportunity to run airport shuttle service from MC to SBN
- Ridership estimates triple to quadruple current SB to Chicago



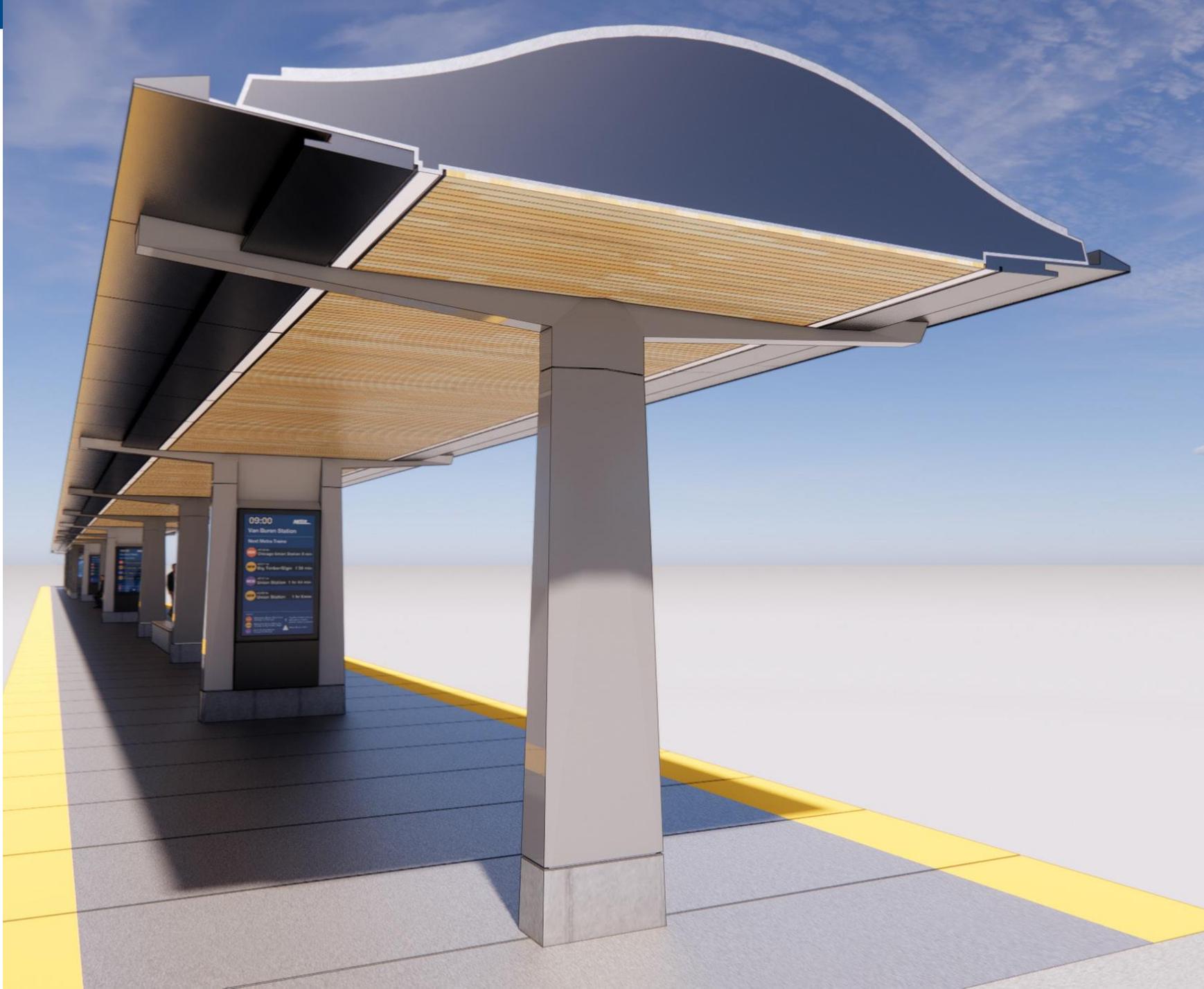


SOUTH BEND REALIGNMENT PROJECT LOGO





SHORPY



09:00
Van Buren Station

Line	Destination	Time
Blue	Van Buren Station	09:00
Orange	Van Buren Station	09:00
Green	Van Buren Station	09:00
Red	Van Buren Station	09:00



COVID-19 RESPONSE

STATIONS/BUILDINGS

- Verified all cleaners used are on EPA listing for use against COVID-19.
- Increased the cleaning protocol at each station to increase frequency in high traffic areas.
- Provided cleaners with new ion charged sprayers for surface cleaning.
- Installed HVAC sanitization UV lighting disinfectant devices on all units to sanitize recirculated air.
- Installed touchless hand sanitizers in all enclosed stations.
- Installed TVMs in 2021 that accept cash to push cash handling away from train crews

RAILCARS

- Verified all cleaners used are on EPA listing for use against COVID-19.
- Hired additional cleaners and managers for cleaning oversight.
- Increased the frequency in which the railcars are cleaned between use.
- Provide complimentary masks for passengers and personnel.
- Installed touchless hand sanitizer dispensers in all railcars.
- Purchased fogging machines to be used in sterilizing railcars on a weekly basis.
- Utilizing UV lighting system to disinfect railcars.
- Installed HVAC sanitization UV lighting disinfectant devices on all units to sanitize recirculated air in station buildings and employee facilities
- Increased transparency to inform the riders of additional efforts taken for their safety.



SANITIZED FOR RIDER SAFETY



FUTURE METRA ELECTRIC UPGRADES

- Bi-directional signaling - 11th Place to 67th Street
- Upgrade speed from 65 mph To 79 mph
- Apply for federal bistate grants
- Station work

HOW SHOULD COMMUTER RAIL EVOLVE?

- What are we seeing locally?
- What are we seeing nationally?
- What are we seeing internationally?



CLOSING THOUGHTS/ DISCUSSION

