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
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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
METRA BY THE NUMBERS

• 11 lines with 488 route miles and 1,155 track miles
• Serves six-county Chicago region
• Operated 171,296 trains in 2022 with an on-time performance rate of 95.4 percent
• Pre-pandemic ridership of 74 million passenger trips (2019)
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

• 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
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
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
• 147\textsuperscript{th}/Sibley - Metra Electric
• Homewood - Metra Electric

10 more stations nearing construction
- 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
• 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
SOUTH SHORE LINE INFRASTRUCTURE INVESTMENTS TO MEET POST-COVID CHANGES IN SERVICE DEMANDS
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

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2022</th>
<th>Change</th>
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<tbody>
<tr>
<td>Total Passengers</td>
<td>1,022,910</td>
<td>1,406,302</td>
<td>37.2%</td>
</tr>
<tr>
<td>Avg. Weekday</td>
<td>3,116</td>
<td>4,435</td>
<td>41.8%</td>
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<tr>
<td>Avg. Peak</td>
<td>1,846</td>
<td>2,855</td>
<td>54.0%</td>
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<tr>
<td>Avg. Off Peak</td>
<td>1,270</td>
<td>1,581</td>
<td>23.9%</td>
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<tr>
<td>Avg. Weekend</td>
<td>2,082</td>
<td>2,506</td>
<td>21.5%</td>
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### YTD Thru December 2019/2022

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2022</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Passengers</td>
<td>3,283,603</td>
<td>1,406,302</td>
<td>-57.2%</td>
</tr>
<tr>
<td>Avg. Weekday</td>
<td>10,963</td>
<td>4,435</td>
<td>-59.5%</td>
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<tr>
<td>Avg. Peak</td>
<td>8,020</td>
<td>2,855</td>
<td>-64.4%</td>
</tr>
<tr>
<td>Avg. Off Peak</td>
<td>2,942</td>
<td>1,581</td>
<td>-46.3%</td>
</tr>
<tr>
<td>Avg. Weekend</td>
<td>4,438</td>
<td>2,506</td>
<td>-43.5%</td>
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</table>
• Increase Service Frequency:
  • more express/limited stop service
  • 26 additional trains
  • hourly off-peak service/memory schedule

• 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
STRAEGIC VISION: 2014-2033

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

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

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

11th St. Station platforms/walkways under active construction
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
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.

<table>
<thead>
<tr>
<th>Station</th>
<th>Travel Time to Hammond Gateway</th>
<th>Travel Time to Millennium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dyer/Munster</td>
<td>13 mins.</td>
<td>45 mins.</td>
</tr>
<tr>
<td>Munster Ridge</td>
<td>9 mins.</td>
<td>41 mins.</td>
</tr>
<tr>
<td>South Hammond</td>
<td>6 mins.</td>
<td>38 mins.</td>
</tr>
<tr>
<td>Hammond Gateway</td>
<td></td>
<td>32 mins.</td>
</tr>
</tbody>
</table>
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
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/Dyer to Millennium Station in Chicago
  - 14 minutes Munster/Dyer to Hammond Gateway Station

- **Total project cost:** approx. $944 million
HAMMOND GATEWAY STATION
North Segment Activities: Substructure work for elevated structures including installation of bents, caissons, piers, and foundations
Other North Segment Activities:
Driving piles, pond excavation, development of track bed adjacent to Monon Trail
Middle Segment Activities: South Hammond Station work including parking lot site clearing and utilities installation.
South Segment Activities: Retaining wall construction, removal and storage of existing ped bridge at the Little Cal River, preparations for Bridge 107 construction
Ongoing production and delivery of materials. Off-site visit to ISC visit in July to view bridge fabrication
CONSTRUCTION PHOTOS: VEHICLE REHABILITATION

- Car #8 (NICTD 7) Interior, 8/2022: Seats installed
- Car #9 (NICTD 9) Interior, 9/2022
- Car #8 (NICTD 7) Exterior, 8/2022
- New trash container and recessed hand sanitizer pre-installed in wall
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
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