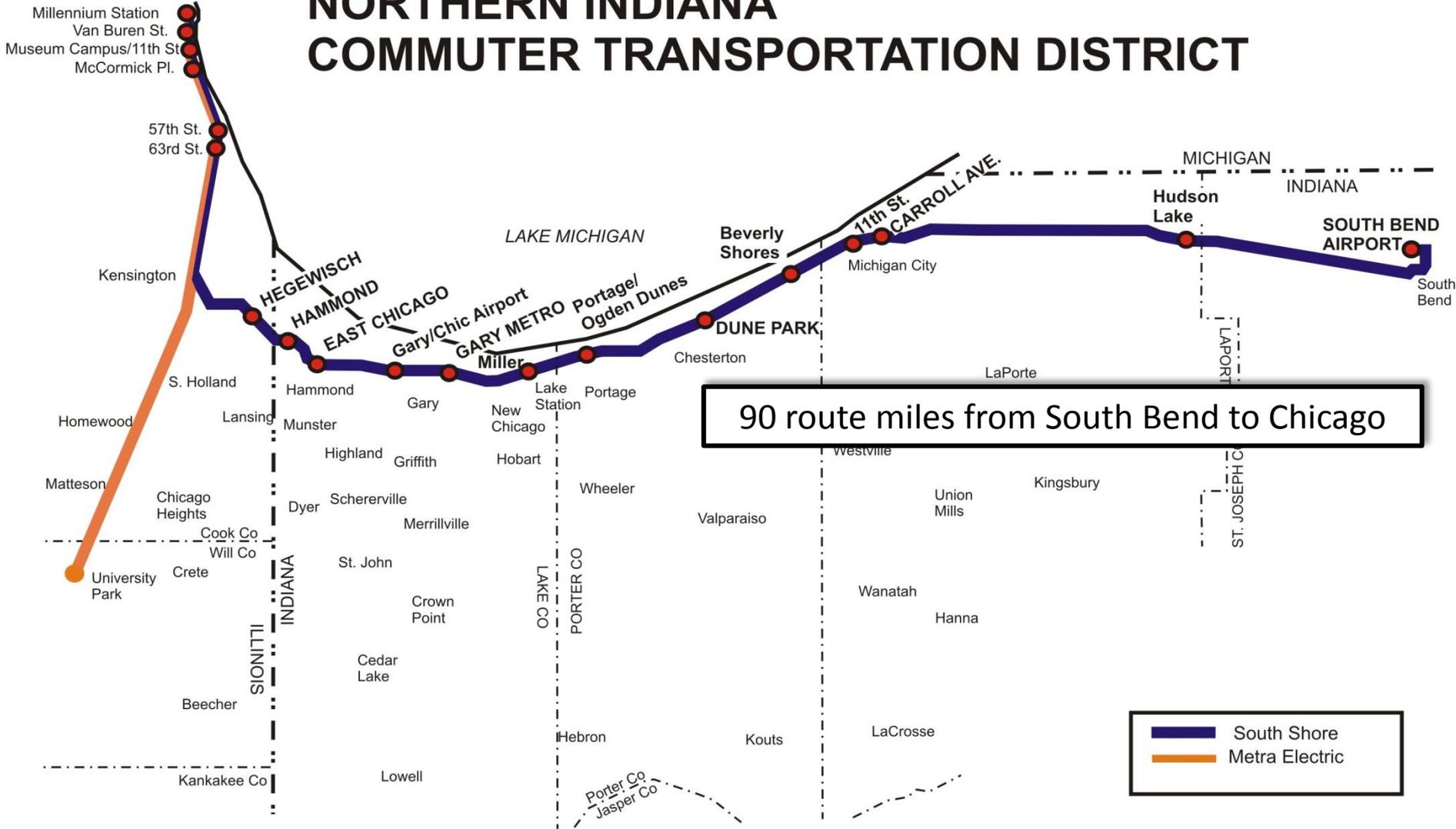




Life is hard. The train is easy.



NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT



90 route miles from South Bend to Chicago

- South Shore
- Metra Electric



Life is hard. The train is easy.

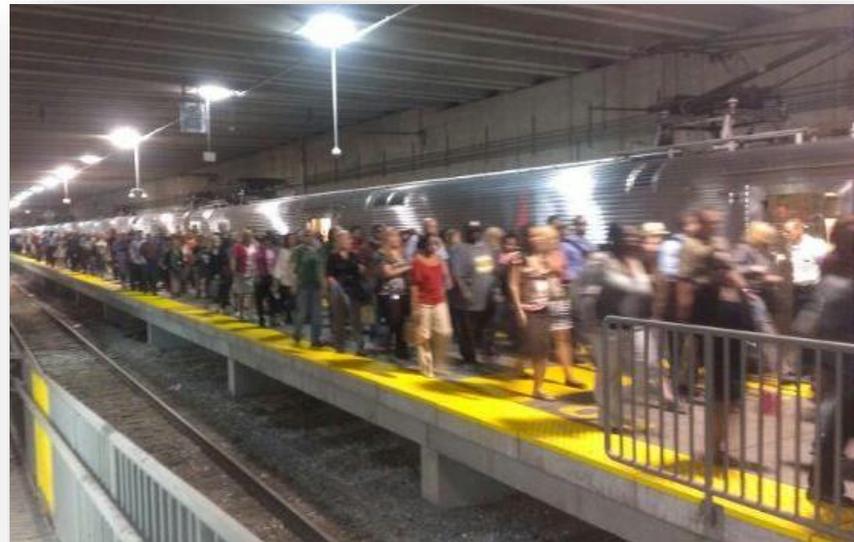
SAFETY IS OUR HIGHEST PRIORITY

- Signal system
 - Installed CTC with plans to include cab signaling but overridden by PTC
 - PTC in process of hiring system integrator. Expect Revenue Service Demonstration 6/18 and full implementation by 12/2018
- Track design
 - Installed over speed warning signs in advance of all areas where significant speed reductions exist to enhance situational awareness
 - Converted three #10 turnouts to #20 to minimize the potential for over speed events. All 60-79 mph territory now has #20 turnouts.
- Locomotive engineer training
 - All candidates are in-house from experienced conductor ranks.
 - Rigorous training using simulators
 - 2 years minimum operating department experience



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:
 - 3.5 million annual trips in 2016
 - Weekday: 12,100/day
 - Weekend/holiday: 5,000/day



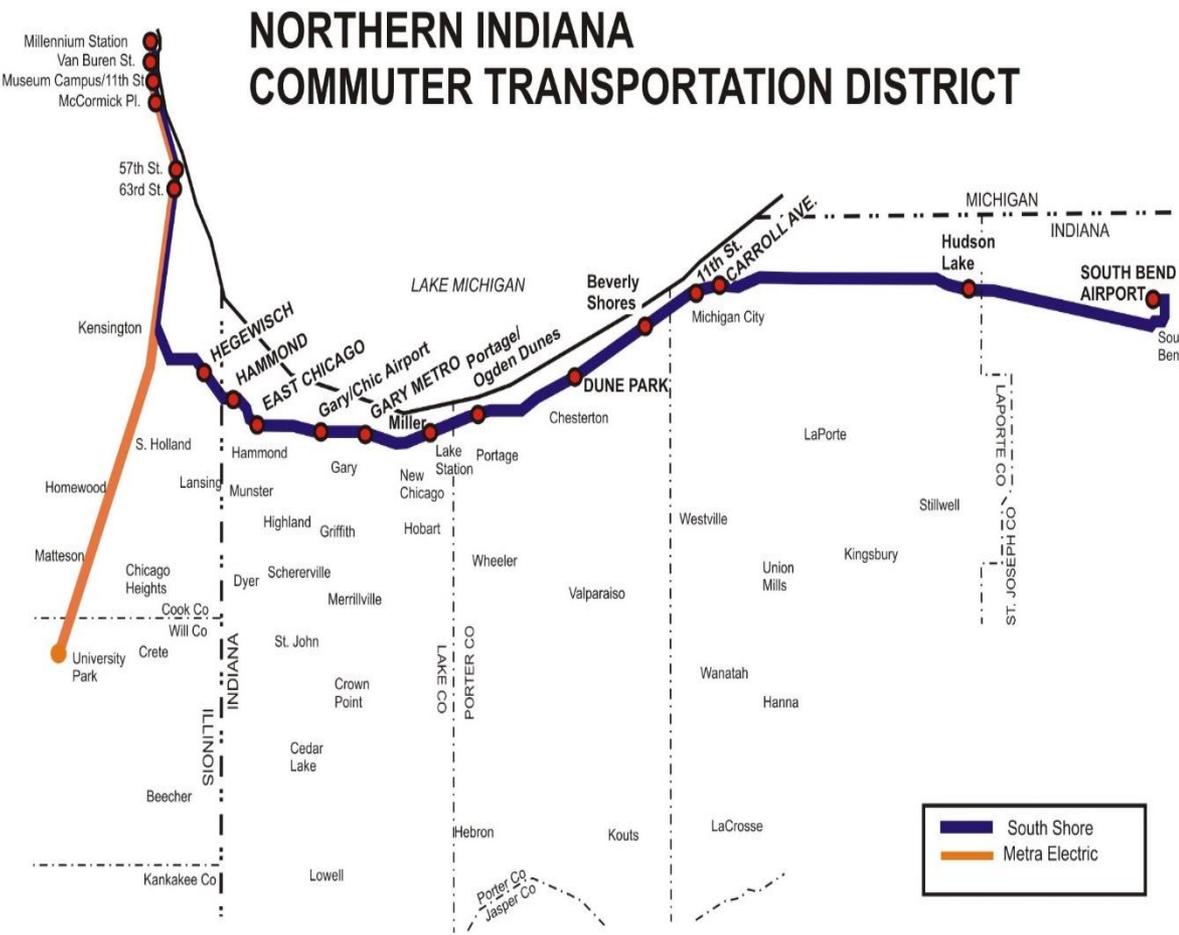
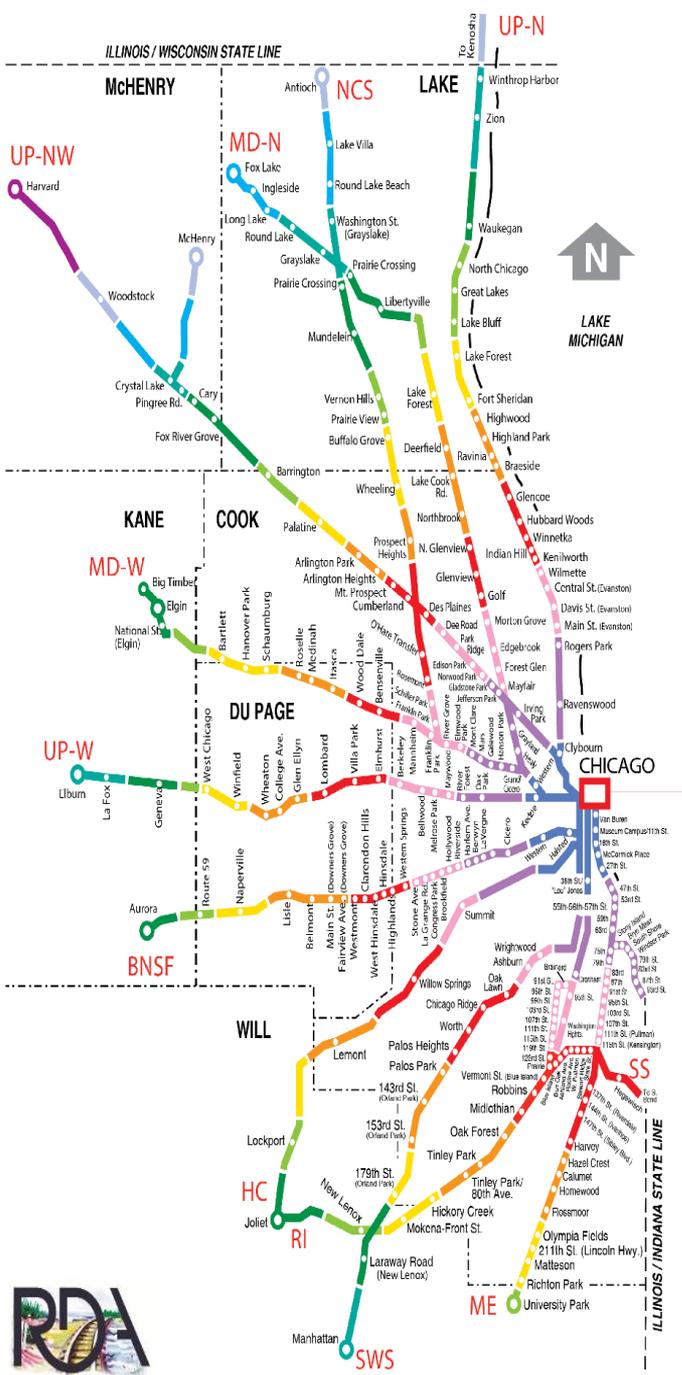
STRATEGIC VISION: 2014-2033

NICTD is Currently at a State of Good Repair!

MAJOR CAPITAL INVESTMENTS	
Positive Train Control	100,000,000
Double Track Gary to Michigan City	312,000,000
South Bend Airport Rail Realignment	\$25,000,000
South Shore Line Total	\$437,000,000
West Lake Corridor Project	\$665,000,000
Total All Major Capital Projects	\$1,102,000,000
NOTE: All Funding in place for PTC and South Bend Realignment and all local funding (non-federal 50% share) in place for Double Track and West Lake	

Benefits of the Strategic Infrastructure Investments

1. Grow existing markets by reducing trip times, improve reliability.
2. Expand into the rapidly growing areas of the region.
3. Improve access between Northwest Indiana and Chicago.
4. Rebuild the middle class: attract and retain population and JOBS.
5. **Support development strategies throughout the region.**
6. **Promote concentrated development (TOD).**
7. Improve access to regional destinations.
8. Double Ridership by 2037
9. **Improve Safety!**



Metra[®]
The way to really fly.

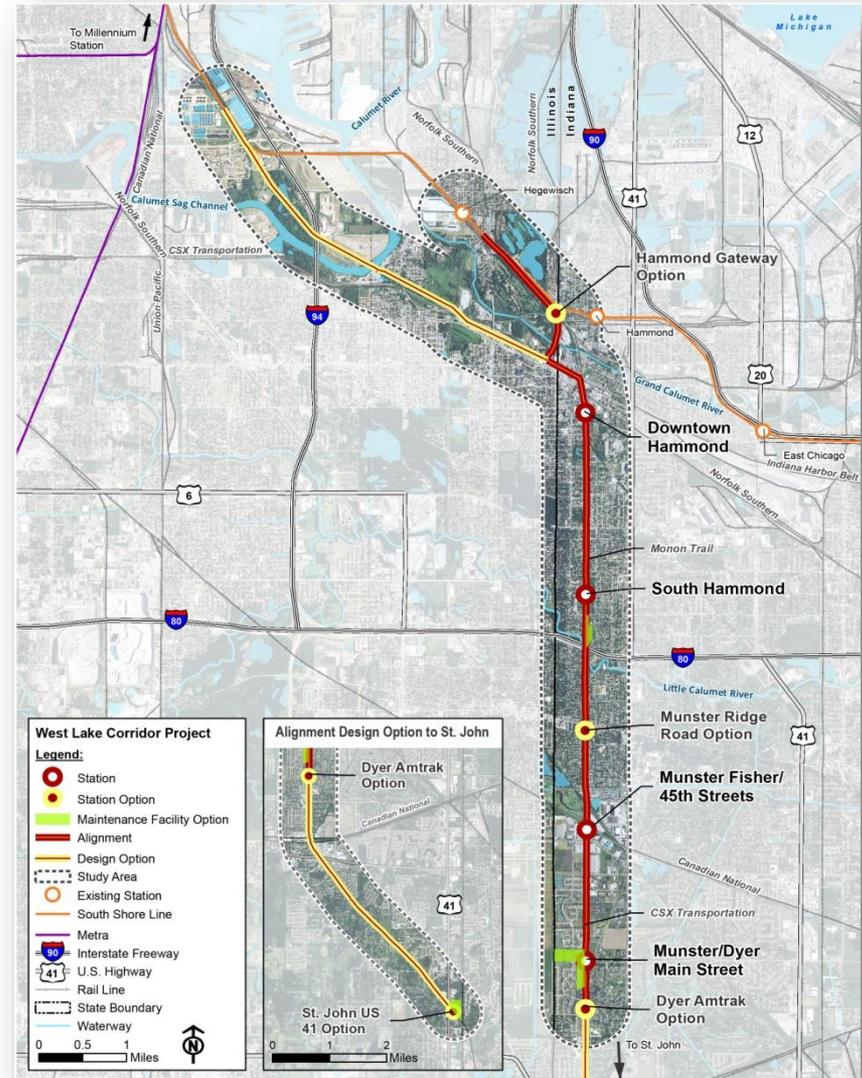
500 route miles commuter RR serving 7 counties



90 miles of commuter RR serving 4 counties

WEST LAKE CORRIDOR PROJECT

- 9 mile extension from N. Hammond to Dyer, Indiana
- First extension of commuter rail in NW Indiana in over a century.
- 5 morning and 5 evening rush hour trains
- **Full off-peak, evening and weekend service day 1 of operations using shuttle train service and transfer to South Shore in N. Hammond**
- 4 New Stations
- \$665 million estimated project cost
- Seeking New Starts funding
- 100% of non-federal share is secured.



Hammond Gateway Station



Rendering of view from SSL platforms; West Lake platform above left



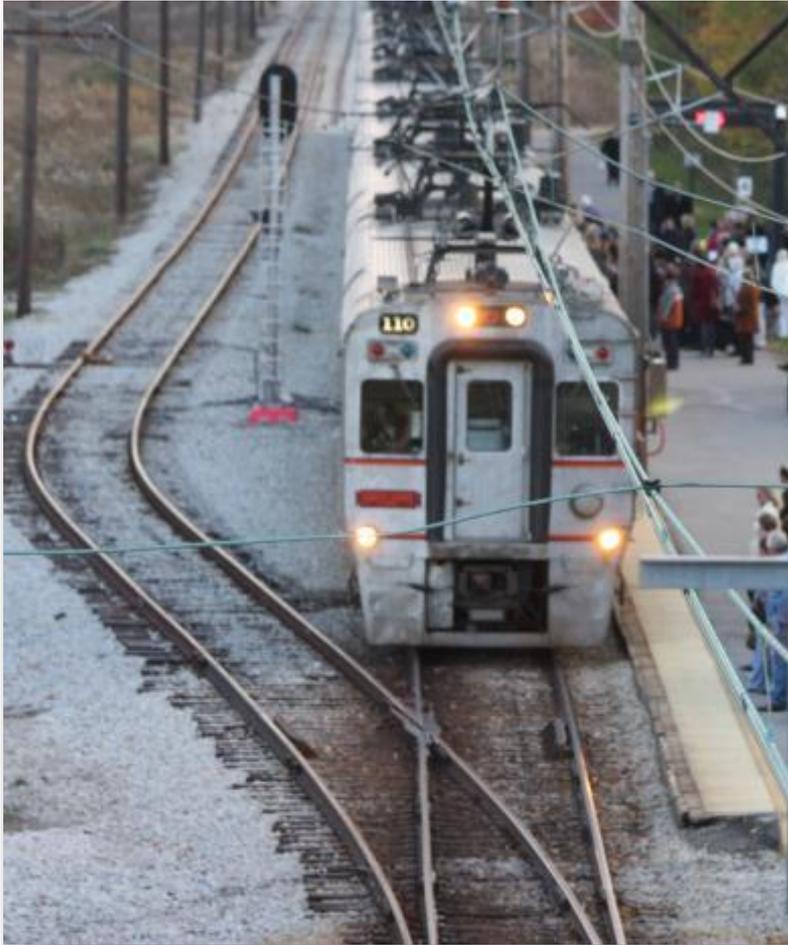
SCHEDULE

-
- Submit Project for rating to FTA 9/8/17 (anticipated rating of **Medium High**).
 - Finish NEPA and receive Record of Decision 12/17
 - Engineering Begins: 2018
 - Real Estate Acquisitions Begin: 2018
 - FFGA 12/19
 - Construction Begins: Spring 2020
 - **Service Opens: Fall 2022**

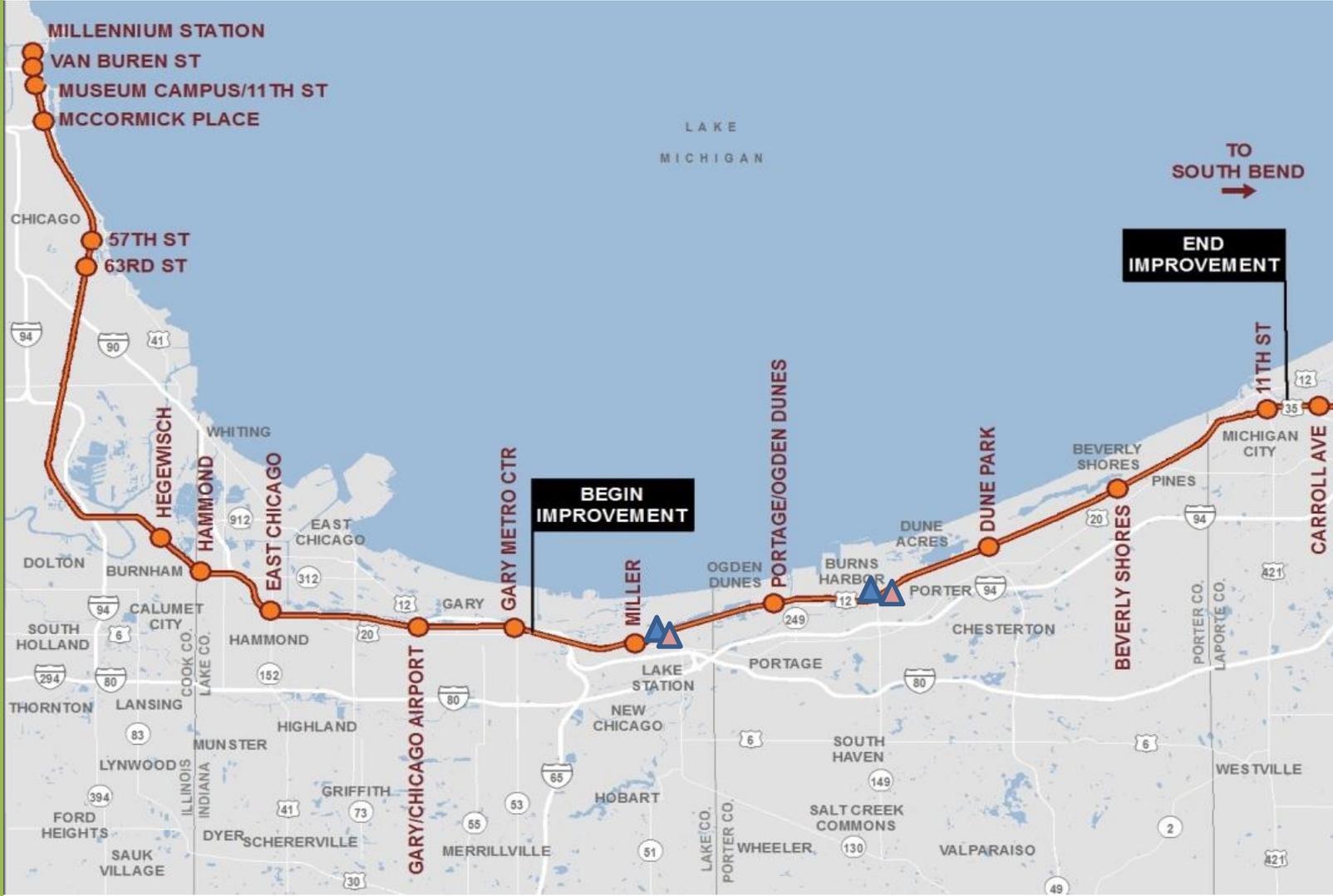
COST

- Estimated at \$665M

Double Tracking: Gary - Michigan City



- 16 miles of new track
- 4 new bridges
- 3 new High-Level Platforms
- Elimination of Street running in Mich.City
- Closing 20 grade crossings
- \$312 million estimated cost
- Seeking Core Capacity funding
- 100% of Non-Federal Share secured



TO SOUTH BEND
 ↓

END IMPROVEMENT

BEGIN IMPROVEMENT

SINGLE TRACK CHALLENGES

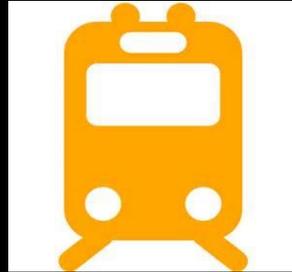


SCHEDULE

-
- Submit Project for rating to FTA 9/8/17 (anticipated rating of High)
 - Finish NEPA and receive FONSI 12/17
 - Engineering Begins: 2018
 - Real Estate Negotiations Begin: 2018
 - FFGA 12/18
 - Construction Begins: Spring 2019
 - Service Opens: Fall 2020
-
- Estimated at \$312M

DECREASED TRAVEL TIME

Times shown are to Millennium Station



BEFORE

South Bend: 2 hours 35 min
Michigan City: 1 hour 40 min
Dune Park to: 1 hour 20 min
Gary (Miller): 1 hour 10 min



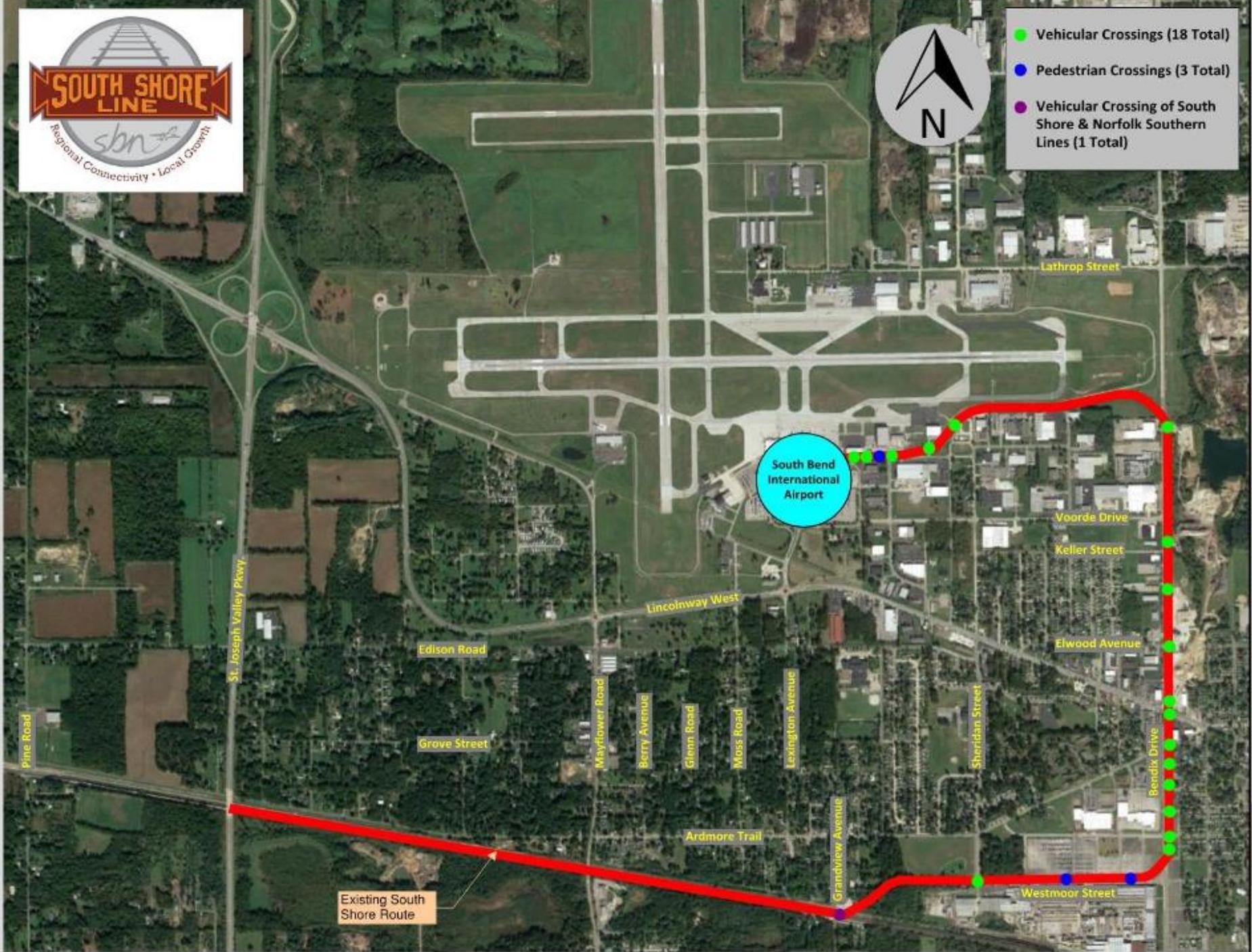
AFTER

South Bend: 90 minutes
Michigan City: 67 min
Dune Park to: 50 min
Gary (Miller): 40 min

Future times are estimated based on current modeling estimates; may change based on final engineering



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



South Bend International Airport

Existing South Shore Route

Pine Road

St. Joseph Valley Pkwy.

Edison Road

Grove Street

Mayflower Road

Berry Avenue

Glenn Road

Moss Road

Lexington Avenue

Ardmore Trail

Grandview Avenue

Lincolnway West

Lathrop Street

Voorde Drive

Keller Street

Elwood Avenue

Sheridan Street

Westmoor Street

Bendix Drive

Project Process

- Led by NICTD/South Shore Line
- Federal lead agency is FAA
- National Environmental Policy Act (NEPA) process
- Preliminary Eng. & Environmental Assessment funded by NICTD
- Final Eng. and construction funded by the City of South Bend
- Federal funding eligible
- Project Cost Estimate \$25M
- Complete NEPA and Real Estate Acquisition 2018
- Construction 2019-2020
- Service starts to West Side of SBN





SOUTH SHORE
LINE