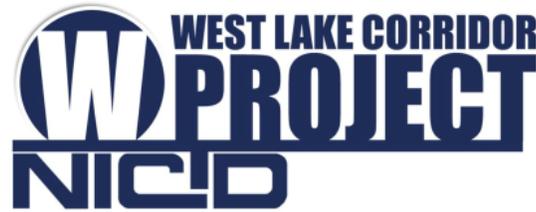


Fact Sheet



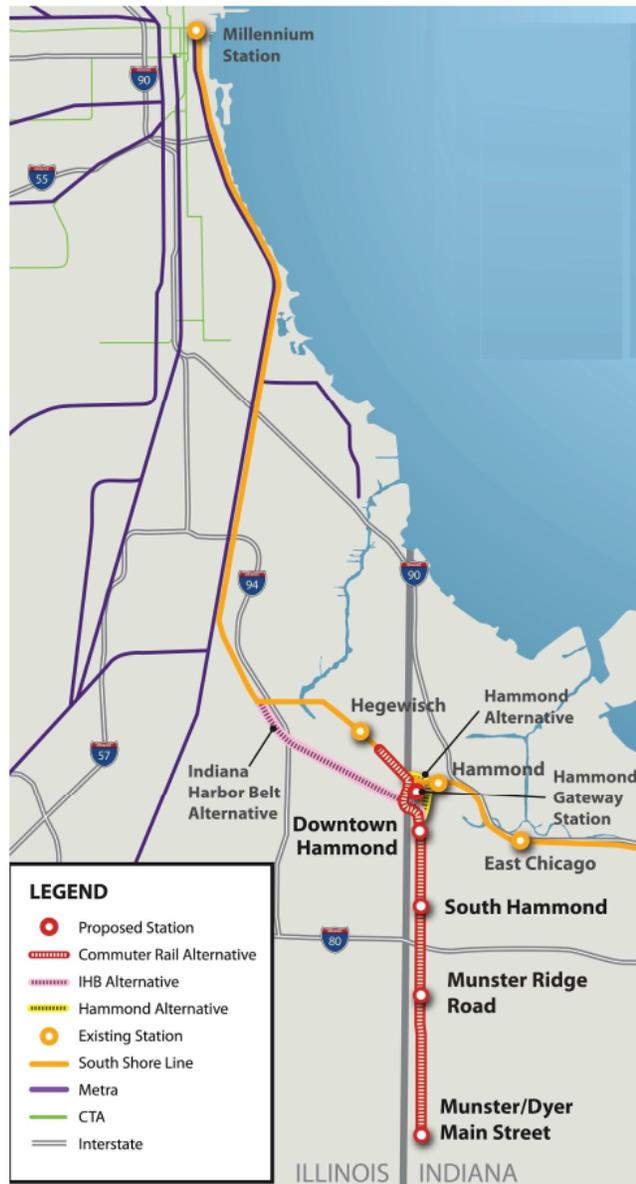
Project Fact Sheet

Project Overview: The West Lake Corridor Project (Project) would provide a south branch extension of the South Shore Line (SSL) to reach high-growth areas in Lake County, IN. Proposed service would involve the operation of commuter rail electric trains to Dyer, Munster, and Hammond that would serve Metra's Millennium Station in downtown Chicago.

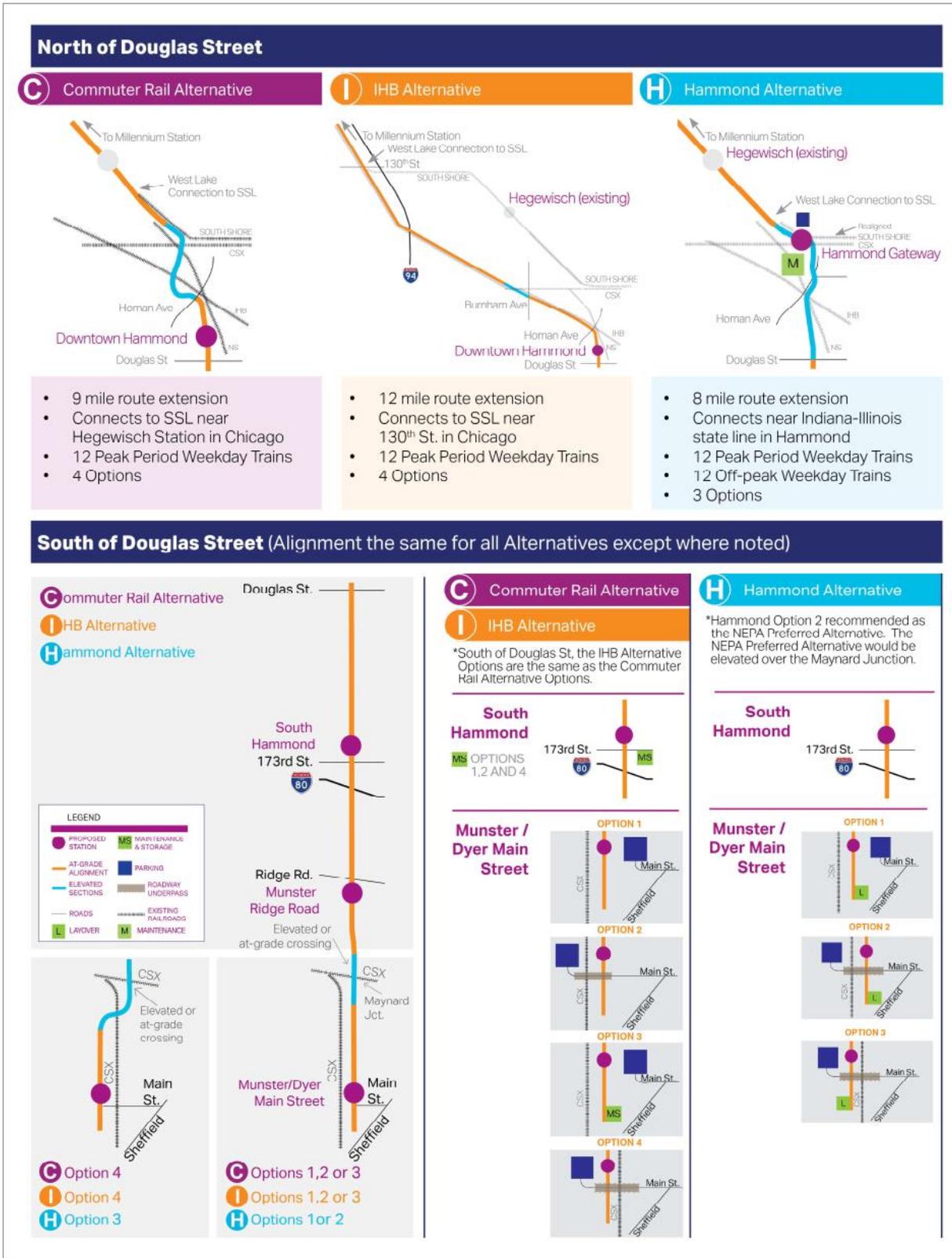
Project Purpose: The Project purpose is to increase options for Lake County residents traveling to downtown Chicago, reduce travel time/travel costs, and promote economic development in Lake County.

Environmental Review Process: A Draft Environmental Impact Statement (DEIS) was prepared to assess the potential impacts of the Project on the man-made and natural environments. This is a required step that NICTD must take to receive federal funding. The National Environmental Policy Act (NEPA) is the Federal law requiring federal agencies to assess the environmental effects of their proposed actions prior to decision-making. The Federal Transit Administration (FTA) is the lead agency for the DEIS, and NICTD is the Project sponsor. The analysis is designed to avoid, minimize or mitigate Project effects.

Alternatives Considered in the DEIS: Alternatives included the No Build and three Build Alternatives, all of which use the former Monon Railroad right-of-way between Maynard Junction in Munster and Sibley Street near downtown Hammond. Options for each of the Build Alternatives involved alternative locations for stations, parking lots, maintenance & storage facility, and overnight layover yard. In addition, consideration was also given to an at-grade crossing of the alignments at the Maynard Junction rather than a grade separation.



Fact Sheet, continued



Fact Sheet, continued

Evaluation of Alternatives: The following matrix summarizes performance by Alternative Options based on a 3-point rating system of key evaluation factors.

NEPA Preferred Alternative: Under current federal regulations, an EIS must include identification of the NEPA preferred alternative. The recommended as the NEPA Preferred Alternative is shown in green in the table below and is also the Hammond Alternative Option 2.

Factors	No Build	NEPA Preferred	Commuter Rail Alternative Options				IHB Alternative Options				Hammond Alternative Options			
			1	2	3	4	1	2	3	4	1	3		
Transportation	Avoids Connecting to the SSL in IL	●	●	○	○	○	○	○	○	○	○	○	●	●
	Provides Peak Period Service	○	●	●	●	●	●	●	●	●	●	●	●	●
	Off-Peak and Weekend Services	○	●	○	○	○	○	○	○	○	○	○	○	○
	Minimizes Added Track	●	●	◐	◐	◐	◐	○	○	○	○	○	○	○
	Enables co-aligned Hammond Gateway Station	N/A	●	○	○	○	○	○	○	○	○	○	○	○
	Forecasted Ridership	N/A	●	●	●	●	●	◐	◐	◐	◐	◐	◐	◐
	Travel time (Main St.-Millennium Station)	N/A	●	●	●	●	●	●	●	●	●	●	●	●
Design	Alignment preferred by City of Hammond	N/A	●	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
	Maintenance site preferred by City of Hammond	N/A	●	◐	◐	●	◐	◐	◐	◐	◐	◐	◐	◐
	Munster preferred Munster/Dyer Main St. Station layout	N/A	●	◐	●	◐	●	◐	●	◐	●	◐	◐	◐
	Includes Main St. Underpass of CSX freight line	○	●	○	●	○	●	○	●	○	●	○	●	○
Impacts	Residences– Partial Acquisitions	●	○	◐	◐	●	●	◐	◐	●	●	○	○	○
	Commercial– Partial Acquisitions	●	◐	◐	◐	◐	●	◐	◐	◐	●	◐	●	○
	Residences – Full Acquisitions	●	○	◐	◐	○	◐	○	○	○	◐	○	○	○
	Commercial – Full Acquisitions	●	◐	○	○	○	○	◐	◐	◐	◐	◐	◐	◐
	Freight railroad impacts	N/A	●	◐	◐	◐	◐	○	○	○	○	○	○	○
	Wetlands impacts (acreage)	●	●	●	◐	◐	●	○	○	○	○	○	○	○
	Floodplain impacts (acreage)	●	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐

N/A Not Applicable ● Good Good performance and/or Minor negative impact ◐ Fair Fair performance and/or moderate impacts ○ Poor Poor performance and/or severe negative impacts

Fact Sheet, continued

NEPA Preferred Alternative			
Route Length	29 miles	Service	
New Track	8 miles	Weekday Peak	12 Trips to/from Millennium Station
Stations	Munster/Dyer Main Street Munster Ridge Road South Hammond Hammond Gateway	Weekday Off-Peak	12 Trips Connecting to SSL Trains at Hammond Gateway Station
Station Elements	High-Level Platforms Parking (Cars & Bikes) Sheltered Waiting Area Drop-off/Pick-up Area	Weekend	20 Trips Connecting to SSL Trains at Hammond Gateway Station
Vehicle Maintenance Facility	North Hammond	Travel Time Munster / Dyer Main St. to Millennium	47 minutes
Vehicle Overnight Layover	Munster/Dyer Main Street	Travel Time Munster / Dyer Main St. to Gateway	14 minutes
Rail Cars	36 Refurbished SSL Cars	Operations & Maintenance Costs	\$13.6M in 2015 Annual \$\$
Ridership	7,120 weekday Boardings in 2040	Capital Cost	\$603M in Year of Expenditure

Schedule

HOW TO REACH US:

NICTD West Lake Corridor Project, 33 East U.S. Highway 12, Chesterton, IN 46304
 website: www.nictdwestlake.com; e-mail: project.email@nictdwestlake.com; automated phone: 219-250-2920