



**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
BOARD MEETING**

May 12, 2017

Northern Indiana Commuter Transportation District

33 East U.S. Highway 12

Chesterton, IN 46304-3514

Public Session – 10:30 a.m. (CST)

BOARD MEMBERS PRESENT:

Mark Yagelski
Mark Catanzarite
David Prancus

Christine Cid
Andrew Kostielney
Mike Gonder

Michael Repay
Andrew Bozak
Scott Lauerman

OTHERS PRESENT:

Adam Wojasinski – Leg. Rep. Smart TP 1526
Todd Bjornstad – CSS&SB RR
Mike Yacullo – Ciorba Group
Kim Anderson – Parsons
Greg W. Smith – Gannett Fleming
Christopher Murphy – Structurepoint
Roy G. Benedict – Passenger
Paul F. Willer – Passenger
Steve Lyons – Passenger
Andrew Steele – NW Times
Fred Owens – Harry O. Hefter Associates
Lawrence Kirchngr- Trans System
Ders Anderson - Openlands/Village of Burnham
Joe Ivanyo - AECOM
Mel Jessup - Cass County Rail
Todd Bjornstad - CSS Freight
George Rogge - MCC MBRE

Bob Gorski – AECOM
Randy Strasser – US Engineering
Pam Eanes – Concerned Families WLCP
Nick LaRocco – Parsons
Kerry Keith – SEH of Indiana
Greg Price – Passenger
Esther Gabriel
Jim Nowacki – Passenger
Gerald Williamson – Passenger
Tim Zorn – Post-Tribune
Angie Hayes- NIRPC
James Winters- NIRPC
Timothy Whalen- AECOM
Randy Strasser-US Engineering
Pam Eanes-Westlake Concerned resident
Bob Byrd-NICTD
Paul F Willen- Passenger

STAFF PRESENT:

Michael Noland
Cassandra Francis
Boris Matakovic
Victor Babin
Pat Guest
Bjarne Henderson
Ashley Rothman

John Parsons
Chuck Lukmann, Esq.
Anthony Siegmund
Chris Beck
Steve Plesha
Laura Harrington

Nicole Barker
Christine Dearing
Bill O’Dea
Jodi Hellenga
Joe Crnkovich
Lisa J. Johnson

CALL TO ORDER

Board Chairman, Mr. Yagelski, called the meeting to order.

MEETING MINUTES

Mr. Yagelski requested approval of the minutes from March 24, 2017. Mr. Gonder motioned to accept the Public Session and Executive Session Board minutes for March 24, 2017. The motion was seconded by Mr. Kostielney. The motion was approved unanimously.

INTRODUCTION OF ELECTED PUBLIC OFFICIALS RE HOUSE BILL 1144

Mike Noland introduced Representative Hal Slager, Representative Scott Pelath and Northwest Indiana Regional Development Authority (RDA) President Bill Hanna. Rep. Slager thanked the Board for the opportunity to be at the meeting and discussed the funding mechanism to support the double tracking project and the transit developments around the train stations. Rep. Pelath thanked Rep. Slager and Bill Hanna for their hard work on this project and commented that everyone had worked together on a project with such broad economic importance. Rep. Pelath also thanked Mr. Noland and Mr. Parsons for their hard work and dedication. Mr. Hanna thanked the NICTD Board and congratulated them for running a stellar organization. He further stated that the RDA had great assistance from Mr. Noland and Mr. Parsons. Mr. Hanna stated that the South Shore has taken its rightful seat as the leader of economic development for these four counties of Northwest Indiana. He stated that, in his opinion, “a public servant is to put everything you can into the effort of serving the public”, and he felt that Mike Noland is definitely that person. Mr. Hanna went on to say that there has never been a time in pursuing the funding for the rail projects for Mr. Noland and Mr. Parsons when jobs and economic development were not priority – they were all about how to get it done. Mr. Hanna stated that “House Bill 1144 allows us to collect increments as communities within those footprints for economic development for accelerated growth around the train. All Hoosiers benefit from the work of the South Shore over the years.” Mr. Hanna then thanked Mr. Noland and Mr. Parsons for everything that they have done. Chairman Yagelski thanked all the public officials for their time, effort and hard work.

PUBLIC COMMENT

Ders Anderson, Project Manager Openlands/Village of Burnham Trail Project asked NICTD to consider removal of an existing sidewalk, addition of crossing gates, and addition of a wider bicycle path in Illinois along the NICTD railroad corridor. Mr. Anderson stated that several local governments support asking NICTD to make these changes. Mr. Anderson acknowledged that this issue is being handled via legal proceedings with NICTD, and stated that NICTD will be at risk if they do not install the requested improvements.

Mr. Noland stated that NICTD is not opposed to trails but want this situation to be resolved with safety as a top priority. Mr. Noland stated that NICTD’s continued position is that the best way to maximize safety is to add a bridge to separate bicycles and pedestrians.

He added that safety is paramount at this segment of the railroad due to the perpendicular crossing, acute angle, and the fact that it also services the CSX and the NS trains. These entities also oppose the changes to the crossing that Openlands is presenting.

Mr. Yagelski stated that he and the board would take Mr. Anderson's comments into consideration.

PRESIDENT'S REPORT

Mr. Noland stated that NICTD is making significant progress on its 20 year Strategic Plan for the West Lake Corridor, Double Track Northwest Indiana, and the South Bend Airport Reroute projects.

Mr. Noland explained how the Indiana Legislature passed House Bill 1144 thanks to extensive regional and statewide support to solidify funding for Double Track NWI. He also acknowledged Governor Holcomb's support of the project. The State is putting forth \$6 million per year for 30 years as part of HB 1001.

Mr. Noland advised the Board that that President Trump, within the President's Budget, cut funding for the Federal Transit Administration's Capital Investment Grant programs, the targeted sources of federal dollars for both West Lake and Double Track projects. NICTD awaits the decision from Congress as to whether funds for these programs will be reinstated. NICTD is advancing both projects with the expectation that funds will be made available.

West Lake Station Area Design Changes. Mr. Noland stated that NICTD has received extensive public comment on station layouts for the West Lake project. NICTD evaluated these comments and adjusted station plans accordingly. Mr. Noland asked the Board to consider the proposed changes and the selection of the Hammond Alternative Option 2 as the formal Locally Preferred Alternative for the project.

Mr. Noland summarized the changes, which include:

- Hammond Gateway Station: Addition of the Layover Facility previously proposed for the Munster/Dyer Main Street Station; it now sits alongside the Maintenance Facility.
- South Hammond Station: The platform has been moved further south towards 173rd and the parking has been split so that parking lots will site both north of 173rd and south of 173rd.
- Munster Ridge Road Station: The platform has been moved to the northwest, rather than southwest, corner of Ridge Road and the railroad line. The parking has been moved to north of Ridge Road and west of Manor Avenue. As a result, the homes previously slated for acquisition south of Ridge Road will no longer be required for the project.

- **Munster/Dyer Main Street Station:** The Layover Facility previously proposed for this station has been moved to Hammond alongside the Maintenance Facility. The southeast corner of Main and the railroad line will still need to be acquired for the project, but will include ADA parking, a Kiss-N-Ride facility, water detention, and a power substation.

Mr. Noland asked the Board to consider supporting these changes and finalize the selection of Hammond Alternative Option 2 as the Locally Preferred Alternative. Ms. Cid made a motion to approve; Mr. Repay seconded the motion. Ms. Cid stated that she is glad that NICTD has listened to the community's input as they reworked these designs. The motion was approved unanimously.

New Timetable Goes Into Effect July 1, 2017. Mr. Parsons spoke about the upcoming July 1 timetable change. He stated that it will primarily impact evening rush hour trains. The current 5:10pm departure train is at 72% capacity in April and part of May. The goal is to spread the passenger load more evenly in the rush hour and capture more people whose workday ends at 5:00pm.

Mr. Parsons noted that we posted the notice of the proposed schedule change on the website and on the trains. A total of 43 emails were received; the board received copies of these comments by email.

Mr. Repay asked whether the seated capacity of the new 5:24 departure will exceed the capacity of the existing 5:10, and Mr. Parsons stated yes. Mr. Noland noted that we are going to add more seats by incorporating high capacity cars into the 8 car train consist, as we cannot have more than 8 cars in a train. Christine Cid asked if there are bikes on these train cars. Mr. Parsons answered that we will not have bike equipped cars on these trains.

Double Track NWI. Mr. Noland noted that the environmental process under the National Environmental Policy Act (NEPA) is progressing as planned, and NICTD plans to submit the project to the FTA for rating in September 2017. Mr. Noland introduced Todd Bjornstad as the new head of South Shore Freight, and stated that we are working in close partnership with the freight line as part of the double tracking project.

Interlocal Agreement with the Northern Indiana Regional Development Authority for Double Track NWI. Mr. Noland explained that the Board previously approved the expenditure of \$4 million to support the Project Development phase of Double Track NWI. Each of the four counties (Lake, Porter, LaPorte and St. Joseph) were to contribute to funding this phase of the project. This Interlocal Agreement with the Northern Indiana Regional Development Authority is the last piece of the four-county funding plan totaling \$800,000. NICTD's counsel, Mr. Lukmann, stated that NICTD and the Northern Indiana Regional Development Authority are finalizing the contract details and drawdown schedule. Mr. Lukmann asked the board to approve authorizing the President (Mr. Noland) to sign the agreement subject

to Mr. Lukmann and Mr. Noland's final approval. Mr. Catanzarite made a motion; it was seconded by Mr. Kostielney. The motion was approved unanimously.

Proposal for Phase 2 Future Realignment of South Shore in Hammond. Mr. Noland asked the board to review a future rail change in Hammond to move the NICTD tracks closer to the CSX tracks adjacent to our existing Hammond Station. He explained that once West Lake's Hammond Gateway Station is constructed, the existing station will no longer be our primary station. The property is currently bounded by our tracks on the north and CSX tracks to the south – not an ideal parcel for Transit Oriented Development (TOD). NICTD is willing to work in the future with Hammond, the RDA and other community members to explore moving the NICTD tracks to the south and closer to CSX to maximize TOD opportunities. Mr. Noland presented a rendering by American Structurepoint that illustrates the possible track shift. Mr. Noland noted that this Phase 2 concept is not included in either the Double Track NWI project or the West Lake project, and would require additional environmental clearances under the National Environmental Policy Act (NEPA). He asked the Board to consider placing this project on NICTD's long-term capital projects list as a potential future project. Mr. Catanzarite motioned to accept the staff's recommendation on the TOD Phase 2 concept for Hammond. The motion was seconded by Mr. Repay. The motion was approved unanimously.

PURCHASING (Purchasing Packet Attached)

Mr. Siegmund stated that NICTD requires Board review of four purchasing items. Mr. Siegmund summarized each project in writing as well as verbally. The four purchasing items are explained in the Recommendations that follow and the Board's vote is described at the end of each Recommendation.

The first item was a competitive bid for an **Aerial Bucket Truck**. Mr. Siegmund explained the bid process, responses and staff considerations. He asked the Board to approve the staff recommendation to grant the President authority to sign a Notice to Proceed for a contract with Altec Industries of Indianapolis, Indiana for the Aerial Bucket Truck for the amount of \$186,759.00 at his discretion. Ms. Cid made a motion; Mr. Catanzarite seconded the motion. The motion passed unanimously.

The second item was a competitive bid for the **Kensington Subway Bridge replacement**. Mr. Siegmund explained the bid process, responses and staff considerations. He asked the Board to approve the staff recommendation to grant the President authority to sign a Notice to Proceed for a contract with Lorig Construction for the Kensington Subway Bridge Replacement for the not to exceed amount of \$719,835.90 at his discretion. Mr. Catanzarite made a motion; Mr. Gonder seconded the motion. The motion passed unanimously.

The third item was a competitive bid for the **South Bend Airport Realignment Environmental and Engineering Proposal**. Mr. Siegmund explained that the project involves moving the alignment to the west side of the airport and a new platform; it would involve two

phases of work. Mr. Siegmund reviewed the bid process, responses and staff considerations. He asked the Board to approve the staff recommendation to grant the President authority to sign a Notice to Proceed for a contract with DLZ Construction for the South Bend Airport Realignment Environmental and Engineering Project totaling \$1,165,000 for Phase I at his discretion. Mr. Noland stated that Phase I of the project includes environmental analysis and 30% design plans for the project before summer of 2018. Phase II will require additional review and Board approval. Mr. Noland explained the advantages of the reroute, including shortening the travel time by 10 to 12 minutes, reducing grade crossings, creates a more direct route to the airport. Mr. Noland clarified that the staff recommends hiring DLZ for both Phase I and Phase II of the project, but that he only is seeking authority to proceed with Phase I today. Mr. Gonder made a motion to approve the staff recommendation; Mr. Repay seconded the motion. The motion was approved unanimously. Mr. Catanzarite said that this project will not only be a benefit to those in South Bend wishing to reach Chicago faster, but also a benefit to region residents hoping to reach the airport more easily. Mr. Noland shared a concept NICTD is exploring to have shuttle trains connect Michigan City to South Bend on a more frequent basis once Double Track NWI is complete.

The fourth item was the Sole Source justification for the **Double Track Engineering Supplements**. Mr. Noland stated that through a previously approved Board decision in March of 2016, HDR Engineering, Inc. was awarded contract for 30% design and Project Development for Double Track NWI totaling \$4 million. He stated that at the time, it was unclear how much financial support the project would have from the General Assembly and regional partners. Due to this uncertainty, NICTD worked with HDR, whose initial proposal was significantly higher than \$4 million, to tighten their budget prior to Board approval in case available funds were less than desired. Since that time, NICTD has received extensive support for the project from Governor Holcomb, Michigan City, and cities and counties across the four-county region. The complexity of the project also increased due to additional design needs at the Bailly section with South Shore Freight, Michigan City through its downtown corridor, and the need to avoid impacts to the Indiana Dunes National Lakeshore and Indiana Dunes State Park. Mr. Noland stated that at this time, NICTD staff recommends a change order that increases HDR's contract by approximately 29% to support this additional work, which is required to advance the project to a formal rating by the Federal Transit Administration this September. Mr. Noland asked the Board to approve a change order for Double Track Engineering for a not to exceed an additional amount of 29% of the original contract amount for a new total of \$5,160,000. Mr. Repay made a motion to approve the change order; Ms. Cid seconded the motion. The motion was approved unanimously.

RIDERSHIP AND PERFORMANCE REPORT

John Parsons provided an update on digital ticket sales. NICTD's goal is to drive commuters to the app or ticket vending machine. Fifty-eight percent of our ticket sales are now digital. Mr. Parsons also stated that while 2017 ridership through April is down 2.26% from last year, average weekend ridership is increasing.

On time performance is very important to everyone. This year 89.7% of all trains were on time compared with 81.9% last year. He reported that 94% weekday peak and 88.3% of off-peak trains were on time. Weekend on time performance is 85.8% compared to 79.3% last year.

Mr. Odea noted, it has been a spectacular year so far. Mike Noland noted that we hit this mark in the winter which, is normally our worst period but, to have rush hour at 94% in the first 4 months is a testament where our focus is on the great leadership from the transportation, mechanical and engineering departments. We are really proud to getting our rush hour at 94%.

Mark Catanzarite questioned, when we introduced the app we took action on the board and the staff to help customers get banking help to enable them to use this app. Laura Harrington of NICTD provided an update on the Bank On program that will shortly reach all four counties that NICTD serves.

OPERATIONS REPORT

Mr. O'Dea explained the upcoming undercutting project, and how it will run for a week. It will be designed to avoid morning and evening rush hours, but some midday delays of 10-15 minutes can be expected.

OTHER BUSINESS

Ms. Dearing introduced various NIRPC staff that were present. Ms. Dearing explained the Federal Transit Administration's requirement that NICTD develop a Transit Asset Management (TAM) Plan no later than October 1, 2018. She stated that the TAM plan is a tool to determine future funding needs with the FTA. The first phase involves setting target goals and thresholds of existing assets including rolling stock, equipment, facilities and infrastructure. Ms. Dearing asked the Board to accept the TAM Resolution so that NIRPC can include NICTD's targets in their overall Transit Asset Management Plan. Mr. Noland discussed the strength of NICTD's State of Good Repair status relative to other railroads, and said how hard NICTD has worked to maintain its assets. Mr. Catanzarite made a motion to approve the TAM Resolution so that NIRPC can include NICTD's targets in their overall Transit Asset Management Plan. Ms. Cid seconded the motion. The motion was approved unanimously.

ADJOURNMENT

Mr. Repay made a motion to adjourn. The motion was seconded by Mr. Kostielney. The motion was approved unanimously.

Respectfully submitted,



Michael Repay, Board Secretary



MINUTES OF EXECUTIVE SESSION

May 12, 2017

An Executive Session was held by the Board on May 12, 2017, at the NICTD offices at 33 East Highway 12, Chesterton, Indiana. The following Board members were present:

Mark Yagelski
Mark Catanzarite
Andrew Bozak

Christine Cid
Mike Gonder
Andrew Kostielney

Michael Repay
David Prancus
Scott Lauerman


Pursuant to the Notice of the Executive Session as posted and disclosed pursuant to Indiana law, the Board discussed the following:

- (1) Initiation of litigation, pending litigation, and litigation that has been threatened specifically in writing.
- (2) Collective bargaining.
- (3) Purchase of real property.

The governing body by approving these minutes certifies that no subject matter was discussed in the Executive Session other than the subject matter contained in the public notice and referred to above.

These Minutes dated this 12th day of May, 2017.

Respectfully submitted,


Michael Repay, Secretary

APPROVED:


Christine Cid, Vice Chairperson