Purdue Road School
West Lake Corridor

Northern Indiana Commuter Transportation District
Agenda

- About NICTD
- Project History
- Sponsor, Agency, & Coordination Involvement
- About the Project & Amenities
- Structural Elements & Stations
- Real Estate
- Contracting Opportunities
- Project Partners
- Additional Resources
South Shore Line

Passenger Rail History

- Michigan City to South Bend – 1908
- Bankruptcy in 1925, bought by CSS&SB
- Declined to join Amtrak in 1971
- NICTD formed in 1977 to subsidize service
- Bankrupt in late ‘80s
  - Freight service bought by new CSS&SB (A&P)
  - Passenger service assumed by NICTD
West Lake Corridor History

1967: Regularly scheduled passenger train service is discontinued on the Monon Railroad

1989: NIRPC releases study identifying extending the South Shore as the best means of expanding mass transit in the region

1993: NICTD acquire the Monon Rail Line right-of-way with the intent of connecting communities in Lake County and economic centers in Illinois through rail service

1996 - 1998: Study of the Lowell to Chicago South Shore service, now called the West Lake Corridor, begins and includes a public hearing on the West Lake Corridor project

2004: Lake and Porter County communities agree to help fund study to extend South Shore to Lowell

2011: NICTD officials propose building a first stage extension from Hammond to Munster/Dyer

2014: West Lake Corridor Draft Environmental Impact Study (DEIS) begins

2017: DEIS completed, Final Environmental Impact Statement (FEIS) begins

2018: FEIS and Record of Decision Published in March
The NICTD West Lake Corridor Project Will Connect More Northwest Indiana Residents to Downtown Chicago Jobs & Major Activity Centers
Who is Completing this Project?

• NICTD – Project Sponsor
• Federal Transit Administration (FTA) – Lead Federal Agency
• Funding Partners:
  • NWIRDA
  • Indiana Finance Authority
• Coordinating with:
  • City of Hammond
  • Town of Munster
  • Town of Dyer
  • Northwest Indiana Regional Planning Commission (NIRPC) - MPO
Funding

- $6M/year for 30 years in State Appropriations beginning in fiscal year 2016.
- RDA is supplying additional local matching funds through a combination of revenue from local units of government in Lake County, and RDA membership dues.
- Indiana Finance Authority (IFA) will be issuing bonds to assist in project funding
- NICTD is seeking a Full Funding Grant Agreement from the FTA as part of their Capital Investment Grant program for 50% of project cost
What does the Project Include?

- Commuter rail service for high-growth, underserved areas of central and southern Lake County
- Annual ridership of 3.0 million passengers in 2037
- Service to include 31 weekday trains
  - 5 inbound starting at 6:00 am, one reverse commute
  - 5 outbound starting at 4:00 pm, one reverse commute
  - Shuttles between the Munster Dyer and Gateway Stations during off peak hours and weekends
- Travel time between Munster/Dyer to Millennium Station will be 47 minutes during peak service hours
- Future Transit Oriented Development (see HEA 1144)
Amenities

- Comfortable, relaxing, on-time rail service
- On-board Wi-Fi
- Heated platforms (no salt)
- Heated, fully enclosed glass shelters on platform
- Canopied platforms
- Electronic ticketing
- Variable message boards
- Clean, safe, environmentally friendly electric propulsion via catenary system
- ADA accessible level boarding stations
- Bicycle accessible
Special Features

- Special Service to
  - Golf – Senior Open
  - Auto Show
  - Boat and RV Show
  - Bears
  - History trains for kids

- Up to date technology
  - SSL App
  - Train Tracker
  - Positive Train Control
Project Facts

- Approximately eight miles of new track along old Monon Line from Dyer to connect to existing South Shore Line at Hammond
- Realignment of SSL in Hammond
- New track mostly in NICTD right-of-way
- Shoofly at Munster Dyer Station entrance underpass
- Four new stations, including a new relocated Hammond station
- New maintenance shop
- Layover yard with crew facilities in Hammond
- Quiet zone design
- Fully rehabbed train cars
Structural Elements

- 82 Spans
  - 3 river spans
  - 1 CSX bridge
  - 3 major spans (200' +/- Thru Truss Girders)
  - 5 spans crossing railroads

- 5 Pedestrian tunnels
  - 1 underground
  - 4 at-grade under elevated track

- Retaining walls
  - Precast used in elevated structure approaches
  - Cast in Place construction used at Main Street
Munster/Dyer Main Street Station

- Car entrance from Main Street only – No street connections to West Lake or Meadows Subdivisions
- Mixed-use path access to station and underpass to get across CSX tracks between parking lot and station
- Approximately 2,300 people live within ½-mile of the station
- Nearly 630 jobs within ½-mile of the station
- Initial parking capacity: 875
- Full build out: 1333
Munster/Dyer Main Street Station

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- Nearly 630 jobs within ½-mile of the station
- Initial capacity: 875
- Full build out: 1333
Munster Ridge Station

- Approximately 3,300 people live within ½-mile of the station
- Nearly 2,200 jobs within ½-mile of the station
- Monon Bike Trail maintained
- Warming shelters
- Landscape buffers
- Parking for 100 cars
South Hammond Station

- Approximately 4,036 people live within ½-mile of the station
- Nearly 2,300 jobs within ½-mile of the station
- Monon Bike Trail maintained
- Occupies former Monon yard
- Initial parking capacity: 605
- Full build out: 761
Hammond Maintenance and Storage Facility

- Provides all maintenance functions
- Layover yard stores vehicles overnight
- Car Wash
- Material storage
- Employee welfare facilities for train operators, conductors, and staff
- Traction power substation
- Stormwater detention
Hammond Gateway Station

- Coordinated with City of Hammond’s Chicago Avenue project
- Approximately 4,400 people live within ½-mile of the station
- Nearly 3,300 jobs within ½-mile of the station
- Provides access to job opportunities for 1,118 low-income households
- Approximately 20% of the land within a half mile of station area is vacant and could be redeveloped and revitalized
- Capacity: 631
## Real Estate

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Contracting Opportunities

- Project will be procured using Design Build delivery method
- Selection will use Best Value methodology
- Design Build contract will include
  - Track including sidings and embankment,
  - Systems including catenary, traction power sub stations (2), wayside signals, crossing signals, PTC, communications, dispatch center modifications as necessary
  - Structures including precast and cast-in-place walls, elevated structures and bridges
  - Four stations including 2 buildings, parking lots, platforms and canopies
  - Maintenance facility including shops, layover yard, crew support and car wash
  - Bike trail modifications
  - Underground utility relocations
  - Remediation of any currently owned property
  - Additional requirements outlined in third party MOAs with communities, railroads and utilities
Contracting Opportunities (Cont’d)

• Design Build contract will **not** include:
  - Overhead utility relocations
  - Real estate acquisition
  - Demolition and remediation of any acquired property
  - Rehabilitation of vehicles (NICTD will self-perform)
Project Partner: NICTD

- Owner and operator of South Shore Line for over 25 years
- FTA (Federal Transit Administration) applicant and procuring agency
- Responsible for all technical elements of Project delivery
- Report requirements to FTA, State, RDA (Regional Development Authority), and IFA (Indiana Finance Authority)
Project Partner: RDA

- Exclusive fiscal offer for the Project
- Broad powers to develop TOD (Transit-Oriented Development)
- State and local funding for construction
- Operating subsidy for the Project
- Governor’s office reporting
- Project oversight
Project Partner: IFA

- State’s financing agency – will issue debt
- AAA credit rating, manages $2.5 billion in appropriation backed/revenue bonds
- Experienced in project finance
- Reports to Indiana Office of Management and Budget
- Project oversight
Additional Information

Please visit the West Lake Corridor website:

http://www.nictdwestlake.com/resources/

“Resources”

Information includes:

• Draft EIS, Combination Final EIS and Record of Decision
• 30% plans
• Real estate acquisition map
Questions?