

A panoramic view of the Chicago skyline from a waterfront perspective. The Willis Tower is the most prominent building on the left. The foreground shows a marina with many sailboats on the water. The sky is clear and blue.

# **NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT d/b/a South Shore Line**

## **A STRATEGIC VISION 2024**

# PRESERVE THE SERVICE: 1977-1990

- NICTD created in 1977 by state statute IC 8-5-15-1
- **Purpose: Save the South Shore passenger service from abandonment**
- Recapitalized rolling stock, other fixed assets and subsidized losses of private rail service owner/operator.
- Purchased the passenger service and underlying assets in bankruptcy in 1990 from Anacostia & Pacific. Resulted in two entities:
  - South Shore passenger service owned by NICTD
  - SouthShore Freight Service owned by A & P.



# 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 1980-82 EMU 93 seats/car
  - 7 1992 EMU 110 seats/car
  - 10 1992 trailers 130 seats/car
  - 10 2000 EMU single end cab 96 seats/car
  - 14 2009 EMU gallery single end cab 110 seats/car



# South Shore Service Goals

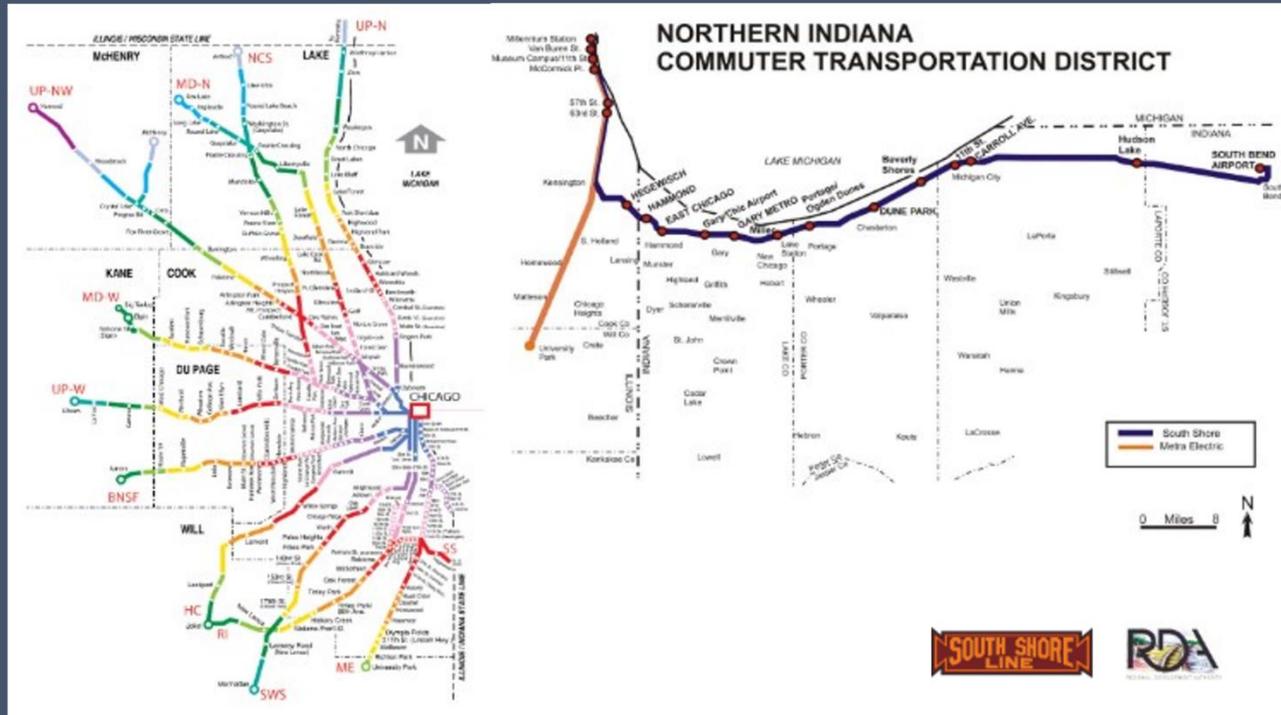
- **Increase Service Frequency with:**
  - more express/limited stop service
  - hourly off-peak service
- **Reduce Travel Times:** 90 minutes from South Bend, 67 minutes from Michigan City, 52 minutes from Chesterton, low mid-40s from Miller....
- **Improve Reliability:** From 89% on-time to 95%
- Increase ridership: **Double 2019 ridership levels-** Chicago has the most congested highway system in the United States- 2<sup>nd</sup> most in the World.... **there is opportunity to attract riders** to SSL, even in this post Covid, work at home, environment!

# Capital Plan: 2024-2028

- Enhance Safety
- Reduce Travel Time
- Increase Train Frequency
- Improve Service Reliability
- *Double 2019 ridership by 2037*

MAJOR CAPITAL INVESTMENTS- 5 Year Capital Plan	
Metra Track 4 Project	\$200,000,000
West Lake Corridor Project	\$943,000,000
Double Track Gary to Michigan City	\$650,000,000
South Bend Airport Rail Realignment	\$100,000,000
<b>State of Good Repair with New Bi-Partisan Infrastructure Funding</b>	<b>\$150,000,000</b>
<b>Metra HL1 Rolling Stock Lease of 26 bi-level cars starting in 2023 (this is part of the \$150M SGOR funding) Fleet incr. to 108</b>	<b>\$17,500,000</b>
Total Capital Plan Spending over next 5 years	<b>\$2.043B</b>

# Indiana's Reasons to Invest in Rail Projects



# ECONOMIC IMPACT

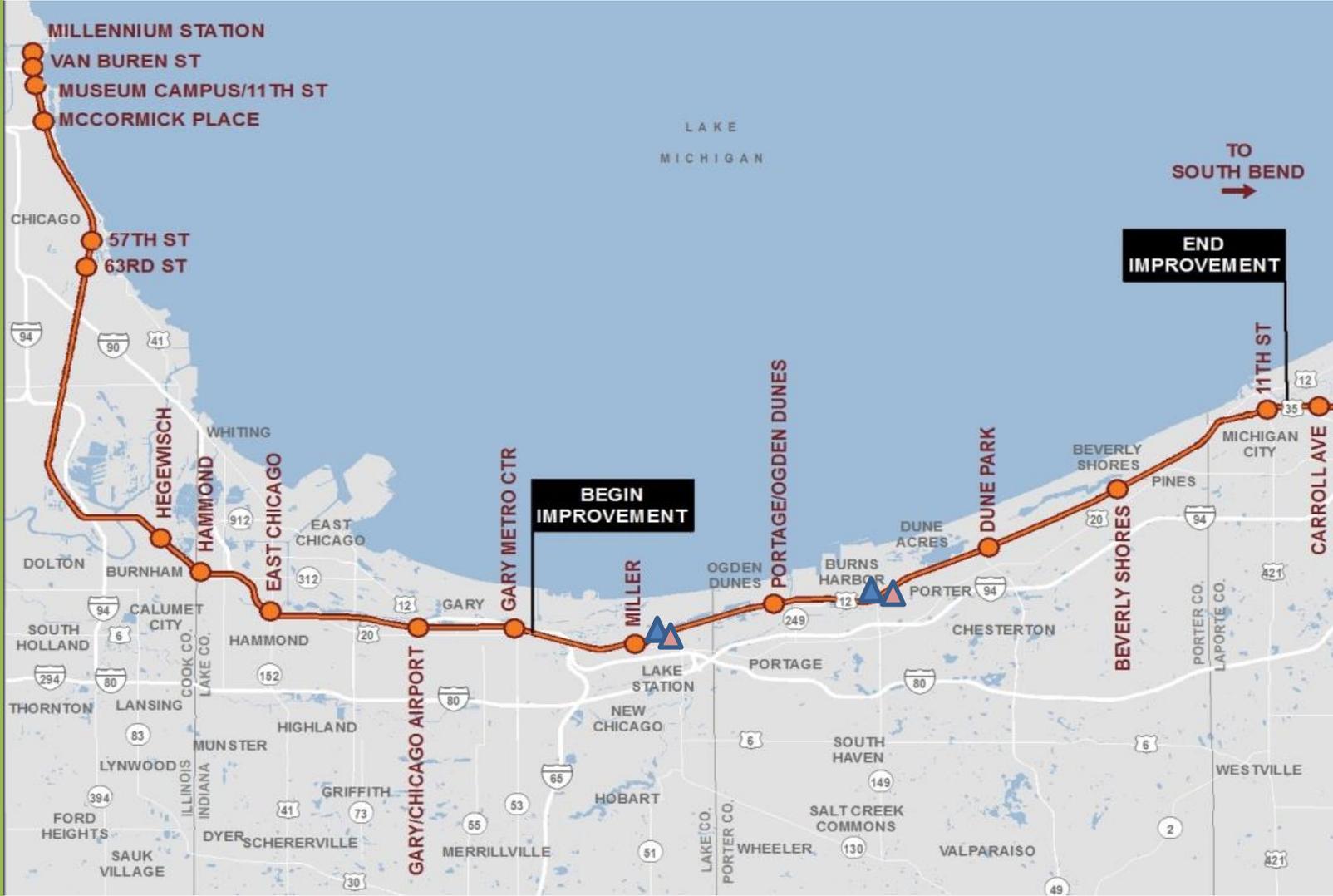
## Exporting Labor & Importing Wages

- Chicago is the **3<sup>rd</sup> largest regional economy** in US
- On average **Chicago area jobs pay 39%** more than similar jobs in northern Indiana. NWI higher in manufacturing, mining & construction\*.
- Access to Chicago doubles the **job base** of Lake & Porter counties: **513,000 vs. 244,600**\*\*
- Average annual household income of **\$88,000** for a South Shore commuter equates to approximately **\$369M**.



*\*Policy Analytics update of 2006 report on Economic and Demographic Trends relevant to the West Lake Corridor Expansion: Bureau of Labor Statistics, 2012 Cook County vs. NW Indiana*

*\*\*STATS Indiana and Illinois Department of Employment Security, "Where Workers Work"*



# Double Tracking: Gary - Michigan City



**Cost: \$650 million**

**26 mile project area**

**16 miles new 2<sup>nd</sup> track**

**4 new bridges**

**5 new hi-level boarding  
platforms**

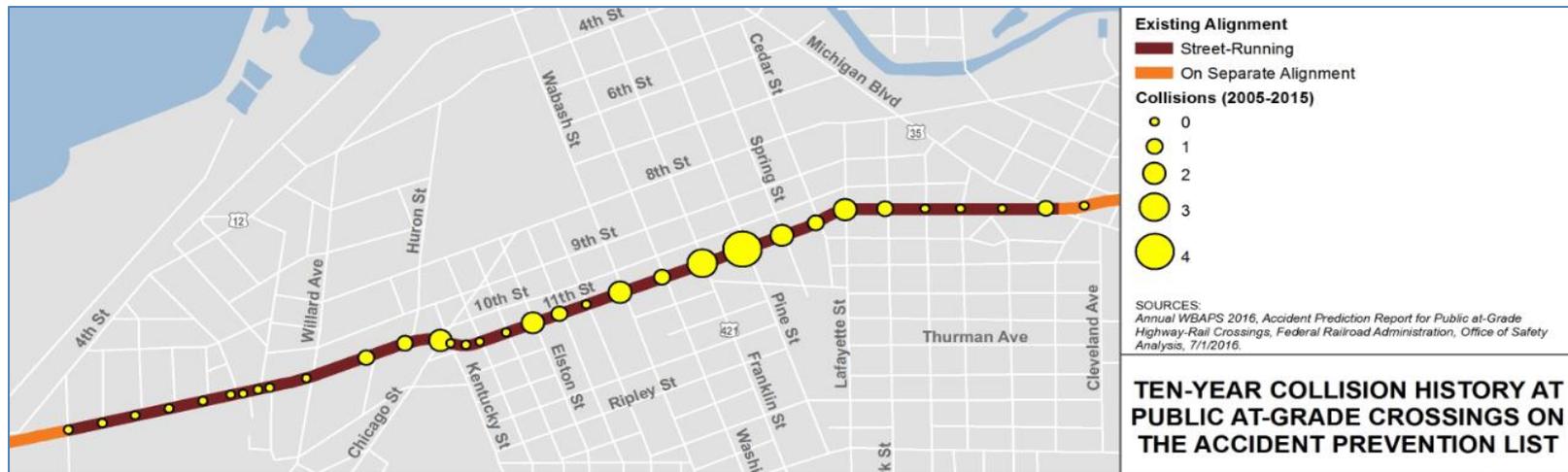
**7 new hi-speed X-overs**

**Closing 20 grade X-ings in  
Michigan City**

**Train/Car separation in  
Michigan City**

**Revenue Service 5/24**

- High Accident Grade Xings in Michigan City



# Michigan City Street Improvements

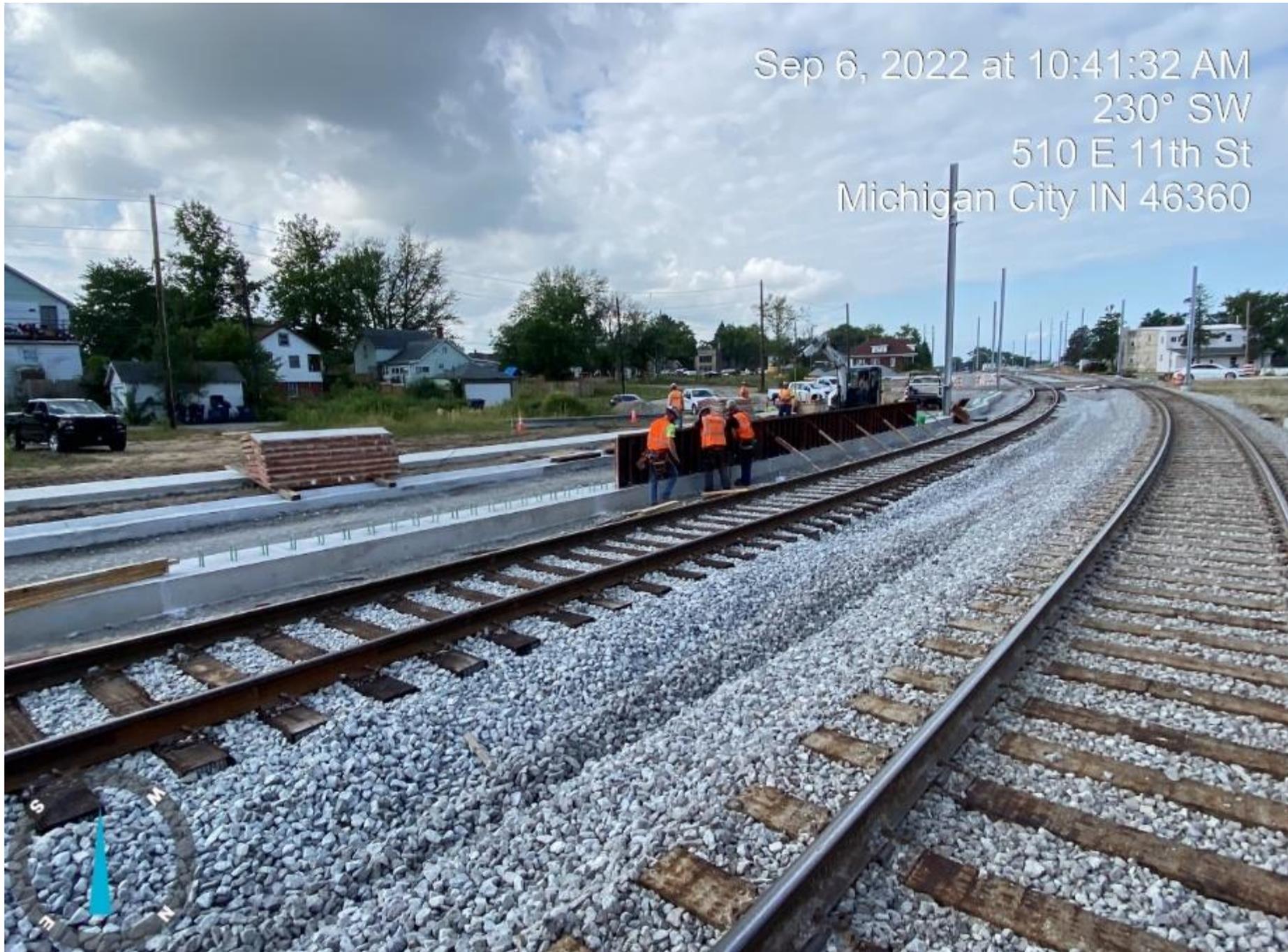


- Follows Preferred Alternative route from 2013 Study
- Remove existing tracks
- Two new tracks s/o 10th St. from Sheridan Ave. to Chicago St.
- Two new tracks along 11<sup>th</sup> Street, one way traffic eastbound
- Two-way traffic on 10<sup>th</sup> St.
- Closes 20 crossings
- 13 remaining crossings w/ gates, lights, bells, median barriers
- Quiet Zone application in final approval process

# Lafayette Street/Bride Church



Sep 6, 2022 at 10:41:32 AM  
230° SW  
510 E 11th St  
Michigan City IN 46360



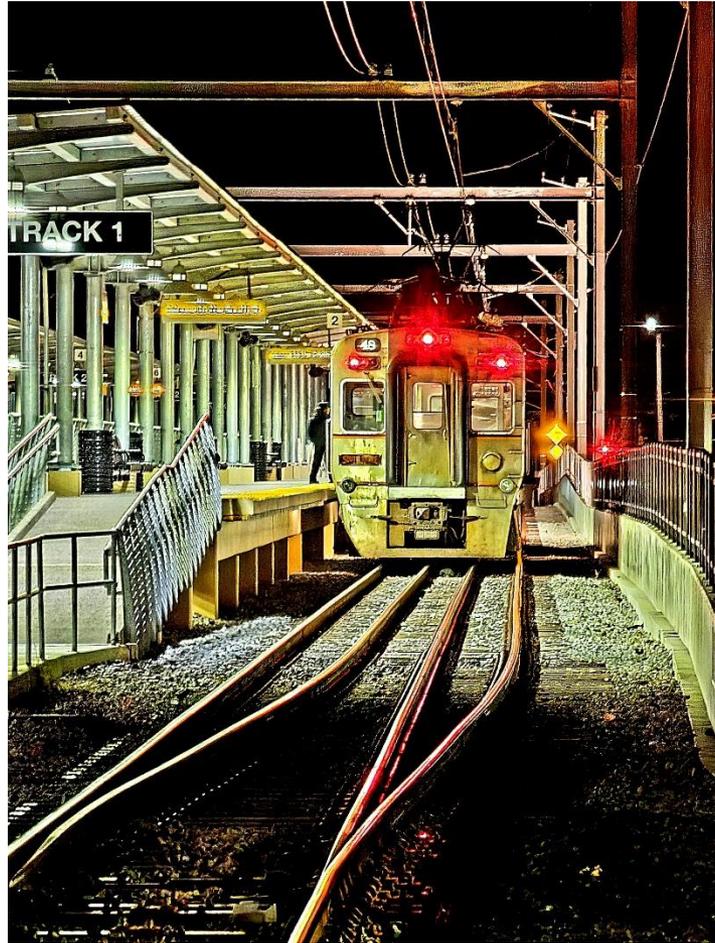


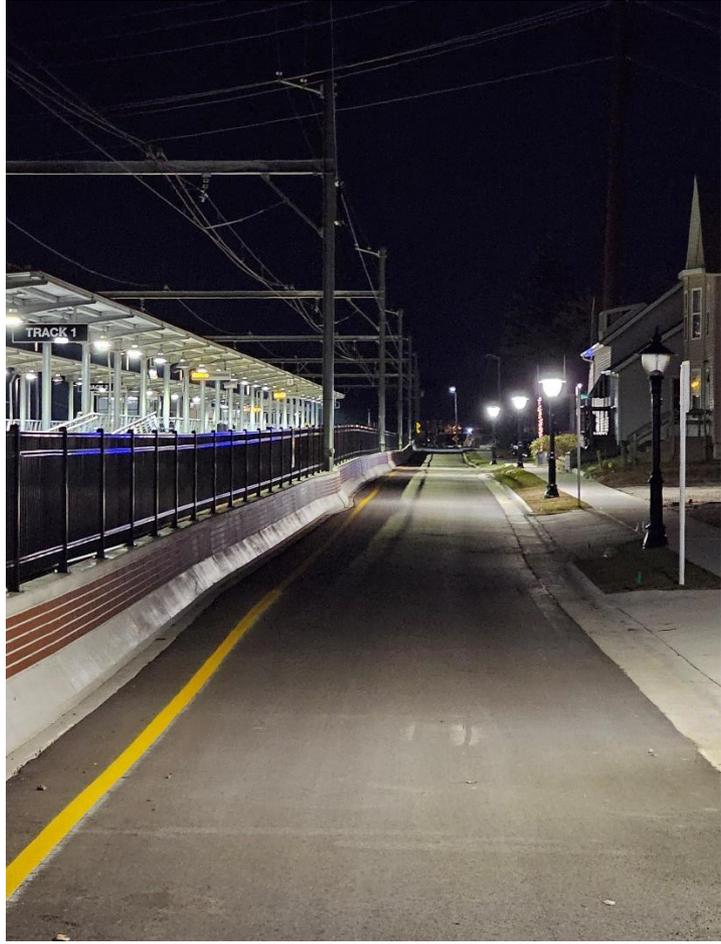
# Two new hi-level platforms in Michigan City



# 11<sup>th</sup> Street Station





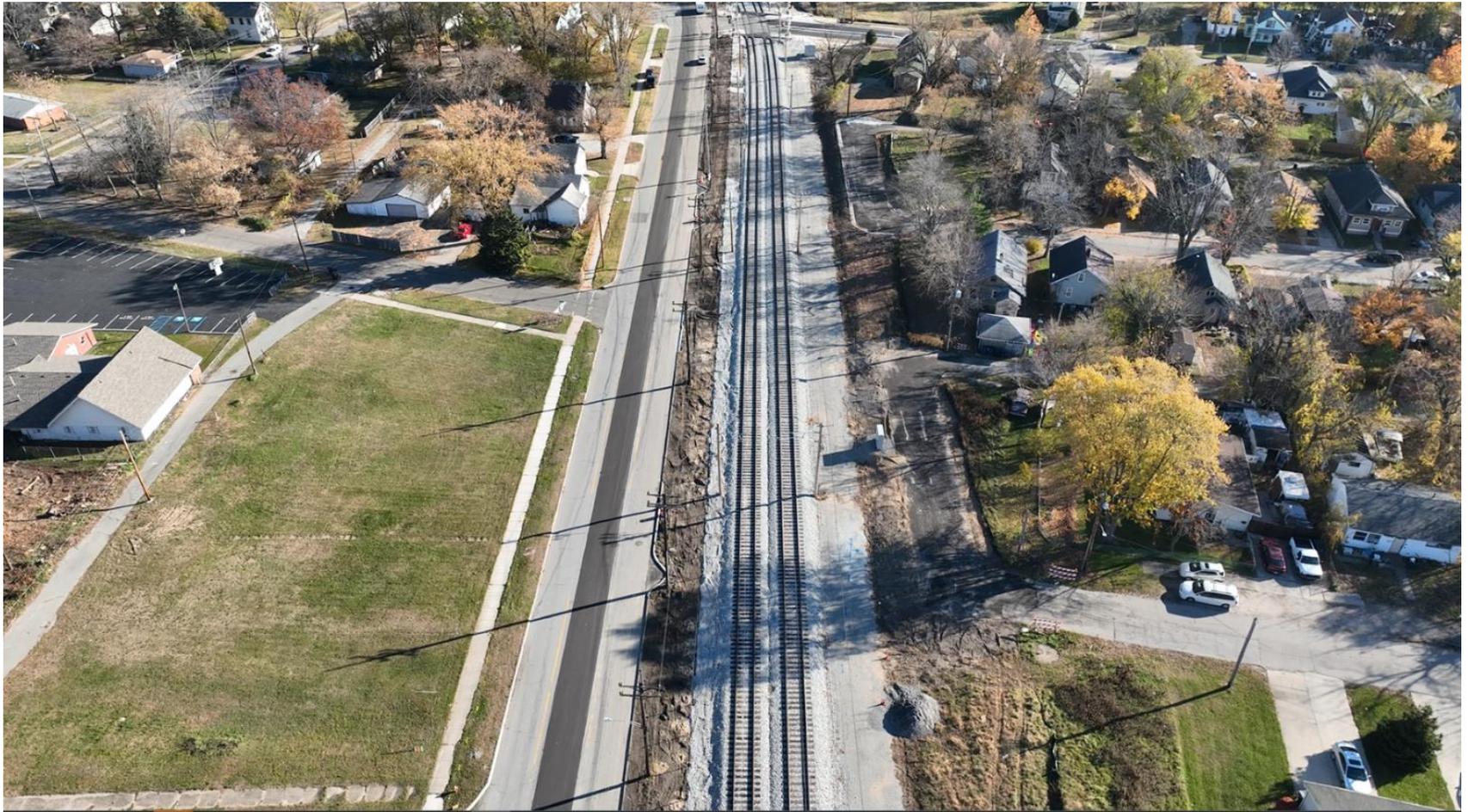




# Amtrak Diamond



# 10<sup>th</sup> Street- brand new ROW off Street



## 2<sup>nd</sup> Track & low-level platform at Beverly Shores Fl. Stop



# 2<sup>nd</sup> Track & New Low-Level Emergency Platform at Dune Park Station



# Truck Entrance Cleveland Cliffs - Bailly Yard



# Cleveland Cliffs Entrance



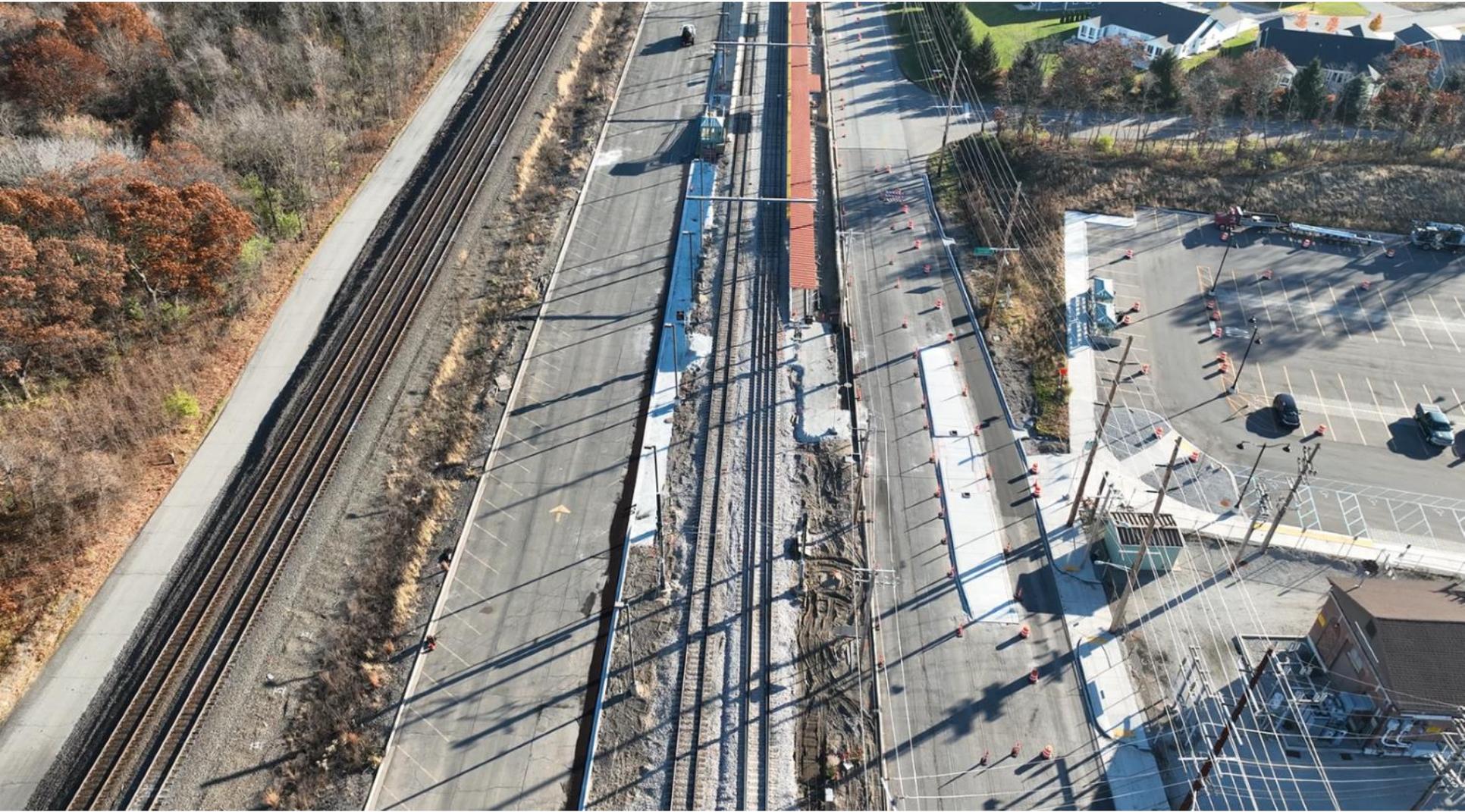
# Construction of new bridge for 2<sup>nd</sup> track over NS tracks



# Bridge over Norfolk Southern



# Portage/Ogden Dunes Hi-Level Platform & Parking Lot



# Bridge Install Over CSX



# Bridge over CSX



# Old Hobart Road- Gary Indiana



# New Miller Station, Gary



# Miller Station – Gary



# Metra Leased Vehicle Rehabilitation



Cars 1204 and 1215 in progress

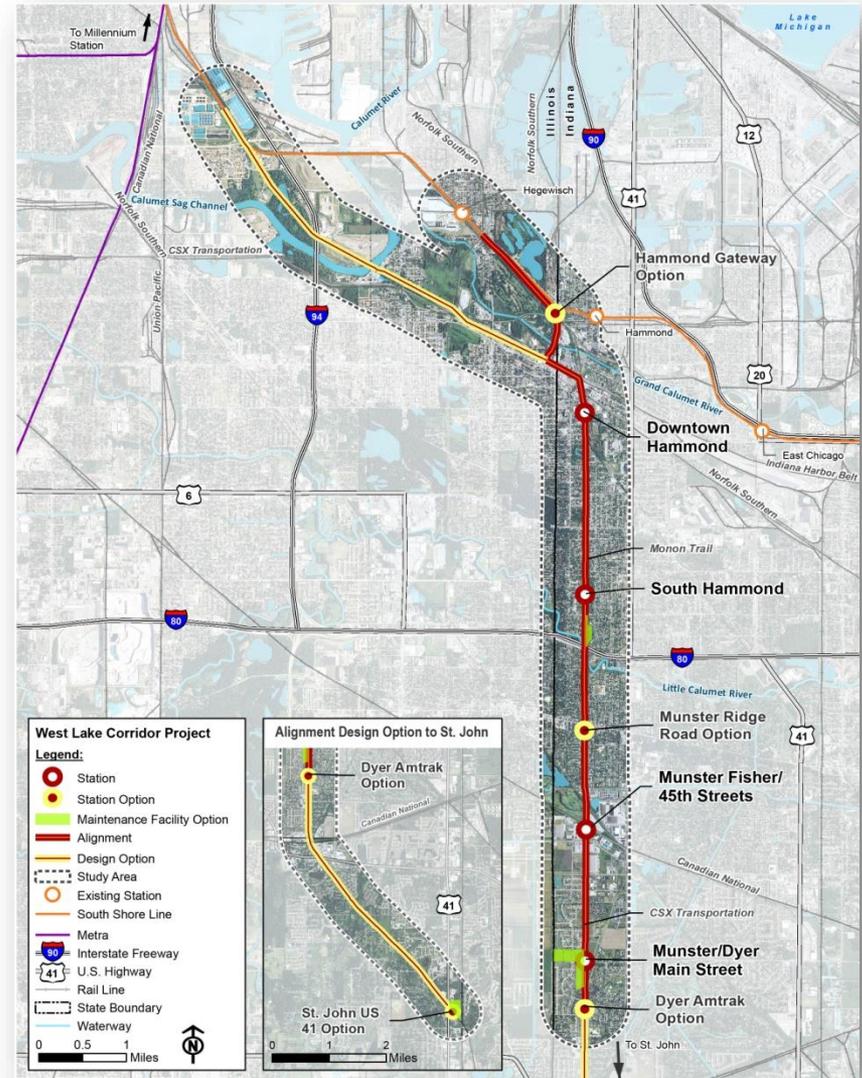
**NICTD style windows installed,  
included combined  
ingress/egress window**



- February 2024 Update
- 2 years of Bus Bridge over 26 mi
- PARDON OUR DUST-Construction Delays
- Coming Soon... Phase 1 open 10/23
- MAS Tests Complete 2/25/24!!!
- PTC Install, Phy. Characteristics Runs, before study April 2024
- **OMG....May, 2024 It's here 😊**

# WEST LAKE CORRIDOR PROJECT

- 8 mile extension to Dyer, Indiana
- First extension of commuter rail in NW Indiana in over a century.
- \$943 million project cost
- Project Fully Funded with FFGA in October 2020
- NTP issued to FH Paschen/Ragnar Bensen for Design Build construction on 10/29/20.
- Revenue Service Spring 2025



# Hammond Gateway Station



# Gateway Station- SSL Platforms and WL Elevated Platform



# Bridge over CSX



View Looking West of Current SSL, relocated SSL, WL Corridor and Gateway Station



# Foundations for Bridge at Grand Calumet – N. Hammond



# Bridge over the Grand Calumet River



# Foundations Poured to go over NS and IHB



# Bridge over NS



# Bridge Over Sibley Street in North Hammond



# West Lake Corridor Looking South from N. Hammond



# Detroit Street – Hammond Future QZ Planned



# Bridge over Little Calumet River- I 94



# Bridge over CN – CSX to the West in Munster



# Munster Ridge Road Station



# Bents to Support Elevated Structure Over 45<sup>th</sup> Street



# Munster/Dyer Station – Pedestrian Underpass under CSX



# Pedestrian Underpass Construction at Munster/Dyer Station



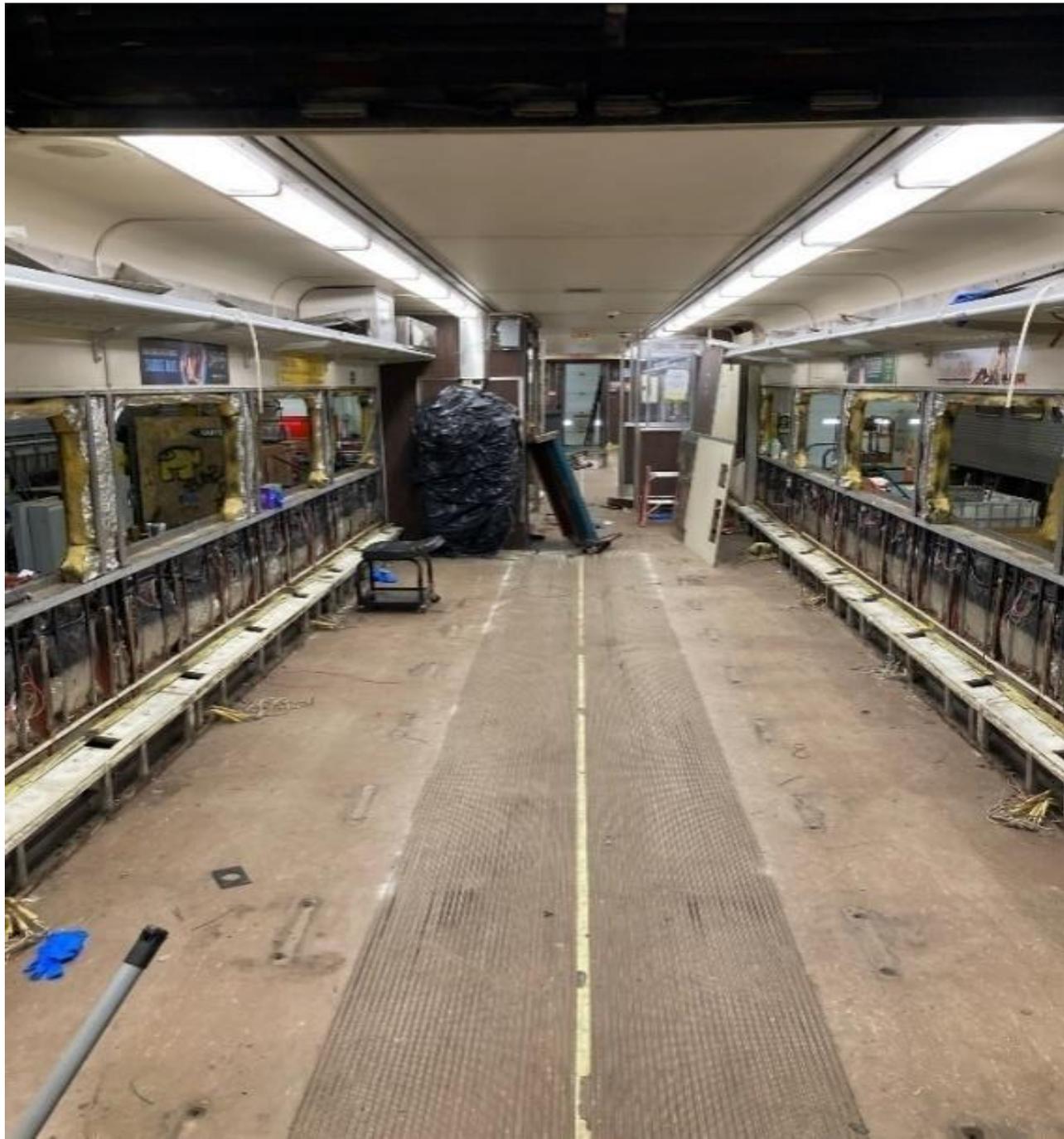


# Construction Photos: Vehicle Rehabilitation





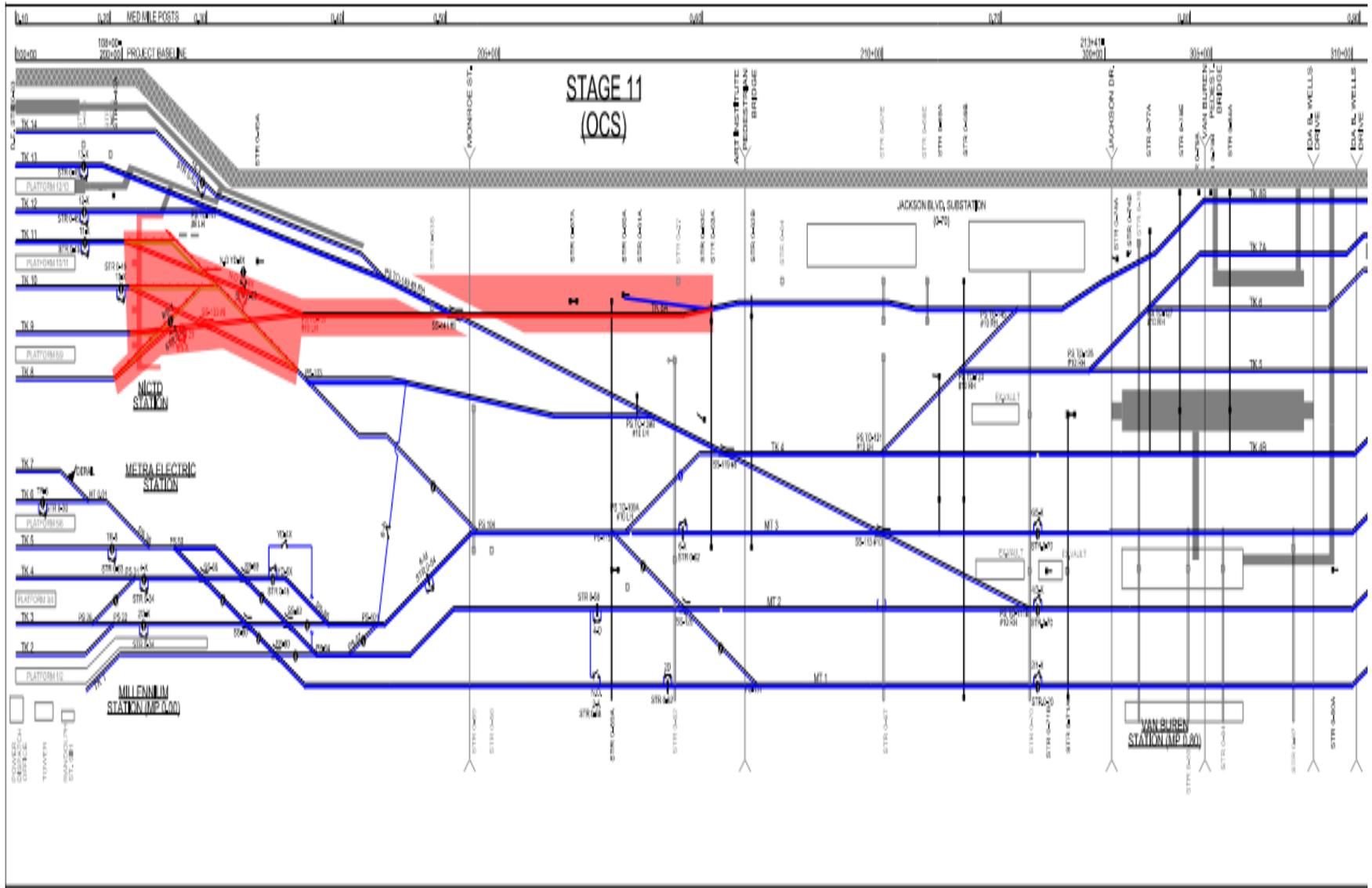




# \$200M NICTD/METRA CAPACITY EXPANSION Project

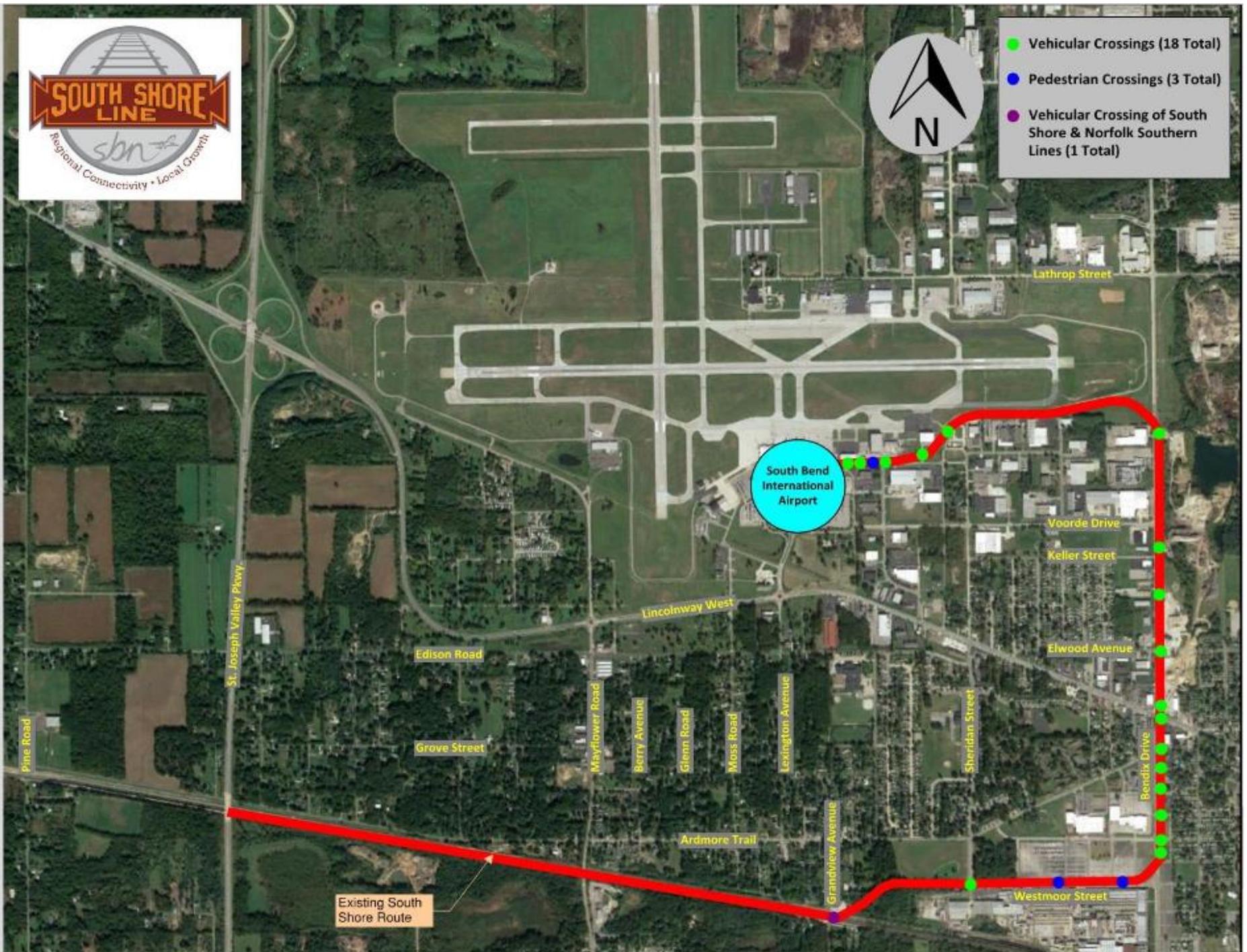
- Metra Electric is quadruple track until north of 11<sup>th</sup> Street in Chicago
- 3 tracks flow into terminal
- NICTD adding 26 additional trains for DT & WL
- RTC modeling: 4<sup>th</sup> Track needed to terminal
- Storage Tracks re-arranged, 4<sup>th</sup> main added
- New platform at Van Buren
- New switches added
- New Interlocking plant at Congress
- Catenary Structures moved

# NICTD/METRA CAPACITY EXPANSION Project

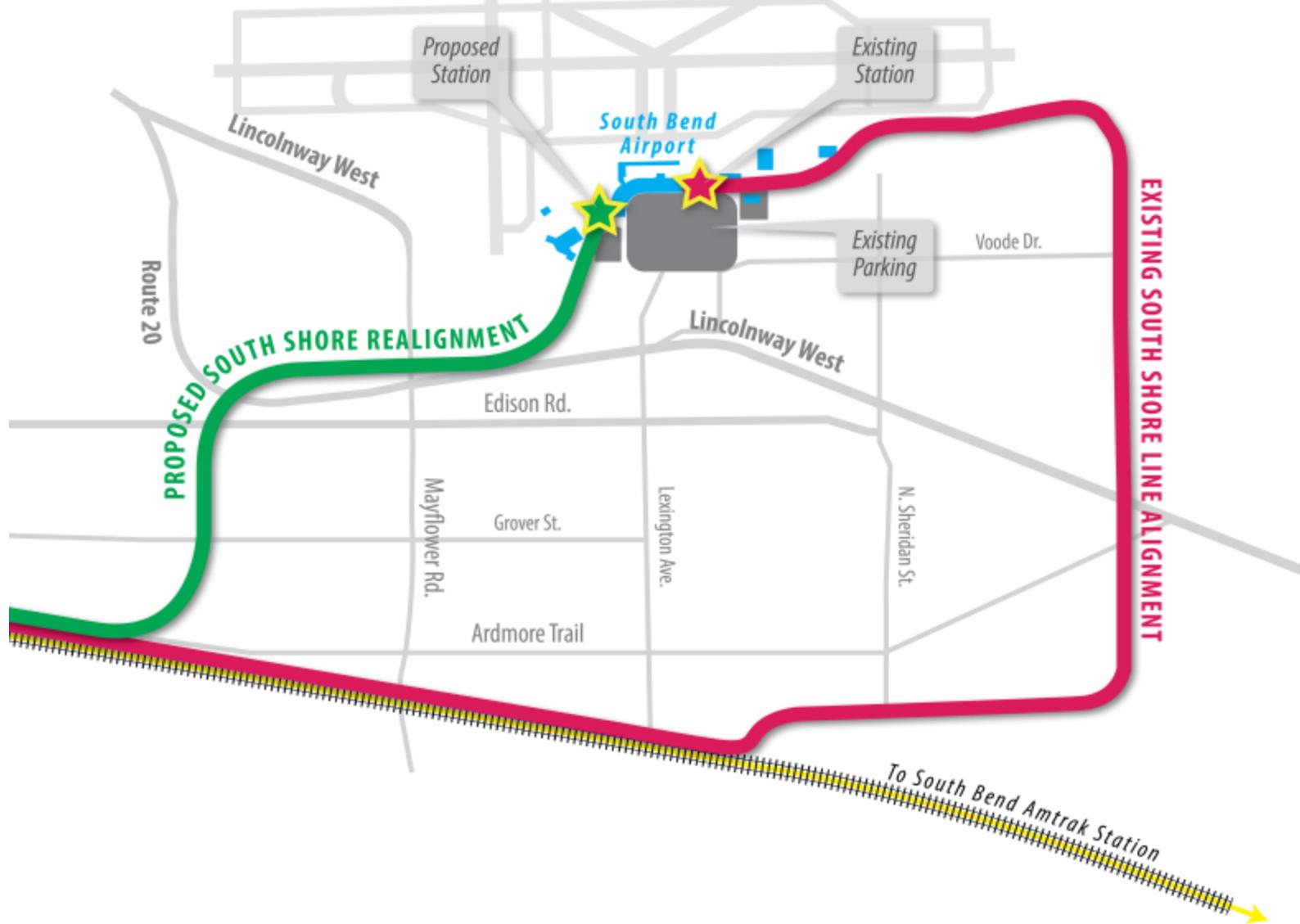




- Vehicular Crossings (18 Total)
- Pedestrian Crossings (3 Total)
- Vehicular Crossing of South Shore & Norfolk Southern Lines (1 Total)



# South Bend Realignment





# Benefits of Moving to West Side of SBN

...Save **13-15** minutes travel time to/from Chicago

...Achieves long-term goal of **90 minute** trip to/from Chicago

...**Improve safety** by eliminating 14 grade crossings

...\$5M contract for NEPA/ 100% Engineering underway

Possible 30-minute **airport shuttle** service from MC to SBN

Ridership estimates: Quadruple current SB to Chicago

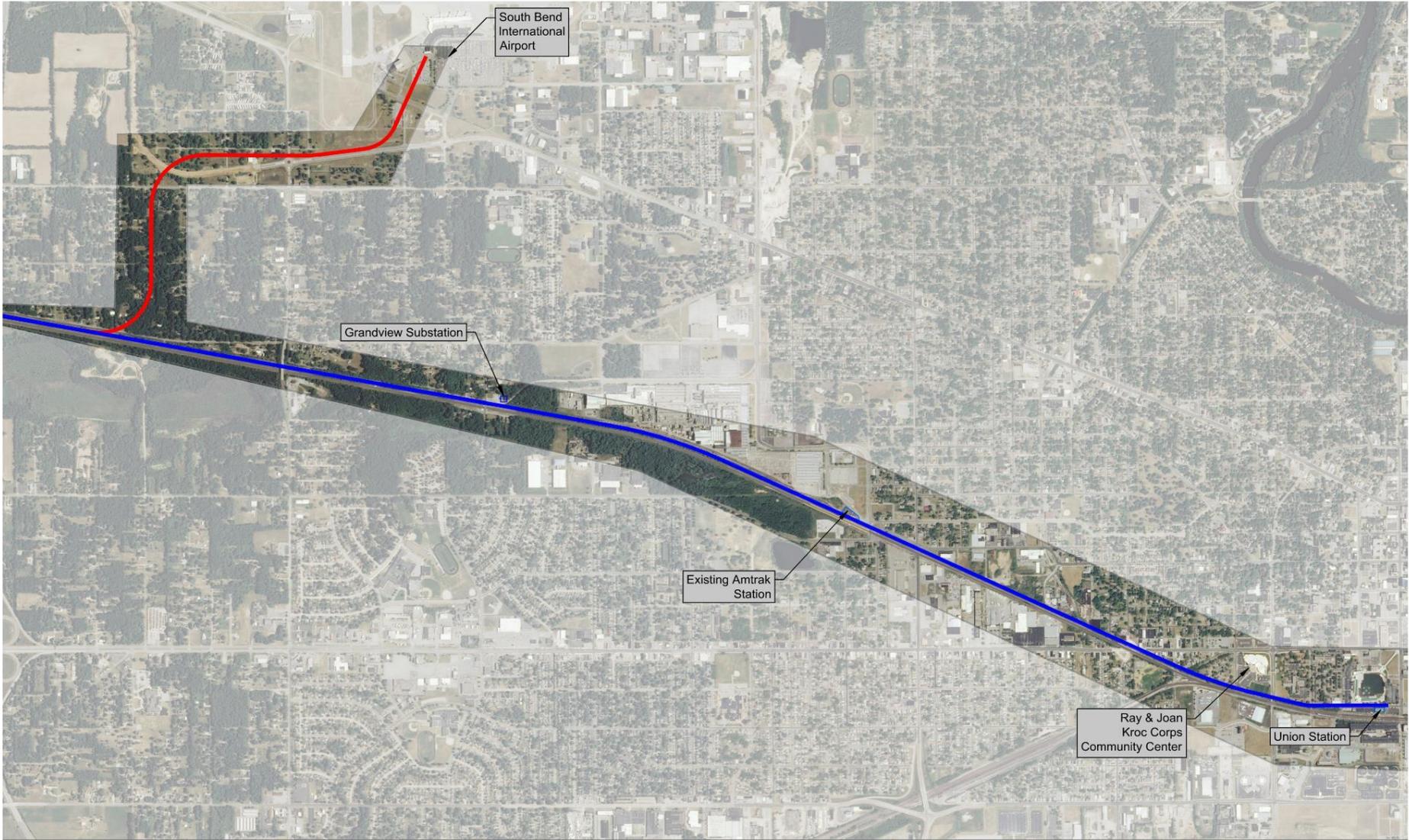
Once in a lifetime Federal **Funding from BIL available NOW!**

# **RESOLUTION NO. 23-04**

- **A RESOLUTION OF THE BOARD OF TRUSTEES OF THE NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT ADOPTING THE AMENDMENT TO NICTD'S 20-YEAR STRATEGIC**

# Strategic Plan Update:Downtown SB Station

- **In addition** to the realignment of access to the airport, NICTD foresees the future opportunity to extend the South Shore Line into the downtown area of South Bend. Through the process of exploring the relocation possibilities in South Bend many options were proposed to the City. The direct rail connection to the airport continues to offer intermodal transportation benefits, but there is potential to extend the rail line and continue service into the downtown area. While a specific location has yet to be identified, a downtown station would offer the City of South Bend the potential transit-oriented development benefits seen by other communities from the expansion of NICTD's existing rail line as a result of the Double Track NWI Rail Project, as well as the new route construction of the West Lake Corridor Rail Project in Lake County, IN. NICTD supports continued coordination with South Bend and St. Joseph County officials in planning and development of the South Shore Line service area into downtown South Bend. NICTD is open to working with the City and County officials in the realization of a downtown station. NICTD will assist with pursuing federal funding for the various phases of the project planning, engineering, and construction. Local sources will need to be sorted out between the City and County for the matching requirements of any federal grants.



SOUTH SHORE LINE - AIRPORT REALIGNMENT







↑ Downtown  
South Bend 4.5m

← Airport 1m

# Chief Project Supporter Governor Eric Holcomb

