



**NORTHERN INDIANA
COMMUTER TRANSPORTATION DISTRICT**

33 E. U.S. HIGHWAY 12 • CHESTERTON, IN 46302-3514

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**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
BOARD MEETING**

July 31, 2015

Northern Indiana Commuter Transportation District

33 East U.S. Highway 12

Chesterton, IN 46304-3514

Public Session – 10:00 a.m. (CST)

BOARD MEMBERS PRESENT:

John Evans
Mark Catanzarite
Christine Cid

Jim Biggs
David Decker
David Prancus

Michael Repay
Mark Yagelski

OTHERS PRESENT:

Sharee Morse – Morse & Harris Marketing
Yvette Johnson – First Midwest Bank
Diane Reyome – Centier Bank
Harold Williamson - Passenger
Paul Weller - Passenger
Thomas Eaton – Miller Citizens Corp.
Steven Lyons - Passenger
Wendy L. Vachet – Passenger
Chuck Compton – South Shore Freight RR
Roy Benedict – Passenger
Christopher Murphy – Structurepoint

Beth Gomez – Morse & Harris Marketing
Lisa Carpenter – Lake Area United Way
Nicole Barker – Save the Dunes
Mel Jessup – Cass County Rail
Richard Wotkun – Ret. BRC IHB
Belinda Petroskey – NIRPC
Mark Jeeger – Passenger
Jeff Shultz – Chesterton Tribune
Deborah Laverty – The Times
Julia Surber – VS Engineering
Greg Price - Passenger

STAFF PRESENT:

Michael Noland
Chuck Lukmann, Esq.
Mike Harris, Esq.
Anthony Siegmund
Charlie Mathewson

John Parsons
Boris Matakovic
Chris Beck
Laura Harrington
Robert Byrd

Keith Casey
Robert Byrd
Greg Yovich
Lisa J. Johnson
Joe Crnkovich

CALL TO ORDER

Board Chairman, Mr. Evans, called the meeting to order and asked that those present stand for the Pledge of Allegiance.

MEETING MINUTES:

Mr. Evans requested approval of the minutes from May 29, 2015. Mike Repay motioned to accept the Public Session and Executive Session Board minutes for May 29, 2015. The motion was seconded by Christine Cid. The motion was approved unanimously.

PUBLIC COMMENT

No public comment was given.

PRESENTATION OF PAVILION PARTNERS, LLC

Mr. Noland introduced Deb Butterfield and Chuck Williams to describe and outline the proposed project at the Dunes State Park as well as opportunities for possible connectivity between the Dune Park Station and the Park.

Ms. Butterfield introduced the team involved in Pavilion Partners as Chuck Williams, Tom Collins, Brian Richardson, Scott Virtue and herself. Chuck Williams explained the lease terms, hours, approval process, cost of maintenance, capital investments and provided descriptions of businesses offered along with the facilities. Mr. Williams discussed future marketing opportunities as well as the projected number of visitors. Ms. Butterfield then discussed transit-oriented development.

GENERAL MANAGER'S REPORT

News From Washington. Mr. Noland announced that Congress has been negotiating back and forth on the continuation of the surface transportation bill. The House has another continuing resolution. It is approximately a three month resolution. There was also work toward a long-term transportation bill that would include an extension of the deadline for PTC to 2018, and, for the first time, put money into the budget for PTC.

Description of South Shore Interim Bikes on Trains Proposal. Mr. Noland introduced the members of the Bikes on Trains Committee. Quandel Consultants, Inc. has completed a thorough study and summary. A public meeting was held at the Indiana Dunes Visitors Center to obtain additional public input. The mechanical reliability of the gallery cars has improved allowing us to use some single level cars as dedicated bike cars in the warmer months. We are proposing to take three of the cars with 3/2 seating, remove the seats from one side and install bike racks. We want to begin next spring with a pilot program where we strip out half the seats

on 3 cars; placing two in service and keeping a third as back-up. Bike cars would operate on weekends only thru the warmer months

Mr. Parsons and Mr. Noland demonstrated the bike racks designed by Sportworks, Seattle, Washington. Using a bicycle they demonstrated and tested two different designs. Mr. Noland anticipates demand will be strong in both directions.

Mr. Pranckus asked about what scheduling is planned. Mr. Noland responded that this is still being discussed with all the variables. Mr. Pranckus asked if there will be bike storage racks downtown or at other stations. Mr. Noland reiterated that this is all new territory and will be a work in progress. The pilot program will begin with weekend service. Mr. Noland requested the Board to approve NICTD entering into a one year pilot program beginning April 2016.

Mark Catanzarite motioned to approve the one year pilot program beginning April 2016 for Bikes on Trains. The motion was seconded by Mark Yagelski. Mike Repay thanked everyone for the progress to make Bikes on Trains happen. John Evans gave thanks and credit to Greg Yovich, engineering and everyone for making this possible. The motion was approved unanimously.

Regional Cities Initiatives.

Resolutions in support to Northern Indiana and NWIRDA applications.

Mr. Noland stated that two letters were given to the Board to review for signature regarding two Regional Cities Initiatives. The first is for the new Regional Development Authority that has been formed with St. Joseph, Marshall and Elkhart Counties. The other initiative involves our ongoing partnership with the Northwest Indiana RDA. Both RDAs are going to submit applications for the new Regional Cities Grant program. There is approximately \$82 million available. There are RDAs being formed around the state to compete for those monies. Both aforementioned RDAs will be submitting and competing for funding from the state for projects that will directly benefit the South Shore Line. St. Joseph, Elkhart and Marshall's RDAs have joined NICTD in requesting state funds in support of a federal TIGER grant to help us accelerate completion of the catenary renewal project between South Bend and Michigan City. This would be an approximately \$30 million project, reducing the time frame from 3 years to one year with one continuous busing period. While rail service is suspended we would also replace 8.5 miles of 100# rail with 115# rail and extend the siding at Birchim from one-half mile to one and one-half miles. That TIGER Grant would be matched locally by \$4.5 million of our funds and \$4.5 million from Regional Cities of Northern Indiana.

The Northwest Indiana RDA is requesting funding to install double track from Tennessee Street in Gary to the west side of Michigan City. The project will improve capacity, operational flexibility, reliability, and reduce travel time. The overall project cost is estimated at \$114 million with \$42.5 million in state regional cities funding.

Both RDAs have identified investments in the South Shore Line as key components to their strategy to promote economic development activity in their regions. In the Northern Regional Cities' application, they would apply \$1 million next year to fund our engineering to realign the railroad to the west side of the South Bend Airport. This will reduce an extra 10-12 minutes of time off our South Bend service once complete.

There is public outreach on these initiatives with an online survey on our website and the RDA's website. There will be community meetings as well on August 5th and 6th. Mr. Noland requested the Board grant approval on the letters to send to the Indiana Economic Development Corporation signifying our support for those projects.

Mike Repay motioned to approve that the letters be sent to the IEDC. The motion was seconded by Mark Catanzarite. John Evans expressed NICTD's appreciation and support of the local RDAs and that we welcome the opportunity to work with St. Joseph and LaPorte Counties. The motion was approved unanimously.

Positive Train Control Update.

Mr. Noland informed the board that NICTD continues negotiating with a system integrator to implement NICTD's PTC system. He reported that it is an in depth and complex negotiation and our top engineering priority. If the agreement is finalized, we may request a special meeting of the board to approve the contract in advance of the next regularly scheduled meeting.

Mr. Evans stated that in such a circumstance, the Board could either be called to a special meeting or the Board could grant permission to Mr. Noland as General Manager to carry out the function on the Board's behalf of accepting once the negotiations have been completed. Mr. Noland stated that given the size of the contract and transaction, he preferred to have a special meeting.

Mr. Yagelski inquired as to whether it was a risk paying out monies ahead of legislature offering funds. He expressed concern that we would not be reimbursed or qualify for future funds. Mr. Noland stated that there has been much discussion on that topic. Some companies have spent monies already. While there is precedence for the concern, the thought process is that Congress would create a special fund where if a company could demonstrate that monies were spent on PTC and you now need funds for needed work and/or repairs, you may receive money for a future project. There will be some accounting for railroads that have spent money toward PTC so they are not penalized for doing so before funding is made available.

Mr. Yagelski expressed further concern that there will not be enough money to go around, and we will not receive enough through legislative funding. Mr. Noland reminded the Board that NICTD is in the same position as other railroads. NICTD will have opportunities to supply grant requests for whatever portions of funding are made available. Mr. Noland stated that if an extension is not granted, the FRA is mandated to enforce the PTC deadline of January

1, 2016 by fining up to \$25,000 per train per day or they can shut the railroad down. Mr. Noland further stated that there will be very few, if any, railroads fully implemented. A few may have PTC in test demonstration service, but they will not have had the final blessing of the FRA that says every element of their plan is fully approved. This will be a long process.

Schedule and Fare Changes.

Mr. Noland stated that after public hearings for a fare increase, the increase went into effect on July 1st along with schedule and service changes. Several efforts were made to notify the public that the increase and schedule changes were coming. We will be improving our methods to ensure that our riders are better informed in the future of any schedule changes. Ridership has been holding to date.

Christine Cid questioned as to whether the new schedules were provided prior to the change. Mr. Noland assured that they were available prior to July 1st. The schedule changes were posted at the stations, on the internet, via govdelivery text and e-mail alerts and on Facebook.

Description of Check Fraud Scheme and Positive Pay Safeguards.

Mr. Noland described a national check scheme that is using fraudulent NICTD checks. Keith Casey, NICTD's CFO, explained that NICTD implemented Positive Pay a few years ago which is a system wherein the bank is notified of any checks written on our accounts. If a check is presented to the bank which not in the bank's Positive Pay database, it will be rejected. NICTD issued a media release informing the public that there have been approximately 35 checks amounting to \$100,000 that have already been rejected. This was two weeks ago, and the amounts have more than doubled. Positive Pay has not permitted one check to clear our accounts. Chief Byrd further discussed the various schemes and scams involved. He explained that NICTD is now working with federal agents and postal inspectors in an effort to track the criminal down. The media release was issued in an effort to protect the public.

Report on South Bend Airport Platform Reconstruction.

Mr. Noland reminded the Board that NICTD's Safety Department determined that certain areas of the platform at the South Bend Airport were deteriorating. After a structural engineer's study and report, NICTD worked with the airport to cordon off these deteriorating areas. The Airport hired an engineering firm to design a wooden replacement platform and expects to have it completed by early autumn. Engineers believe a wooden platform is the most cost-effective interim solution while the Airport and NICTD undertake the engineering to permanently relocate the platform to the west side of the terminal.

Indiana Operation Lifesaver.

Mr. Noland has joined the Indiana Operation Lifesaver Board. Their main mission is to promote safety around railroad tracks through outreach, education and enforcement. Operation Lifesaver works to educate the public, and every year there is a rail safety week and that effort is coming up at the end of August. Mr. Noland introduced NICTD Police Officer Charlie Mathewson who is spearheading Operation Lifesaver throughout Northwest Indiana. Mr. Noland reported that the Executive Director of Operation Lifesaver called out Charlie by name at a meeting to say that he is the most aggressive, energetic and one of the best volunteers that OLS has in Indiana. In addition to working for our railroad, he works to educate the public and works to promote grade crossing safety.

Officer Mathewson stated that Indiana has participated Rail Safety Week for the last five years. This year it will be held August 23-29, 2015. This year high profile grade crossings will be targeted in Lake County, which has the highest number of grade crossing incidents in the county. Operation Lifesaver will be working to reduce these incidents. Officer Mathewson stated that NICTD and Chief Byrd have assisted in incorporating a training program with local law enforcement and the Northwest Indiana Police Academy.

“BANK ON INDIANA” CAMPAIGN

Mr. Noland reminded the Board that the increase of the on-board surcharge to \$2.00 was stayed because of NICTD’s concern with regards to the unbanked or under banked. These are people who do not have access to debit or credit cards. NICTD has been promoting over the last year alternative ways of purchasing tickets, such as the phone app and ticket vending machines. If you are unbanked, you do not have access to either. Laura Harrington, our Deputy Treasurer, has been spearheading this effort for NICTD.

Laura Harrington introduced Lisa Carpenter of the Lake Area United Way, Diane Reyome of Centier Bank and Yvette Johnson of First Midwest Bank. They are part of Bank On Northwest Indiana, and NICTD is working with them in a partnership to educate our passengers on the advantages of establishing a bank account. NICTD is hosting a press conference September 14, 2015 to inform the public of the program. Lisa Carpenter explained that Bank On is an opportunity to assist people who are unbanked or under banked and have a need to reengage in a banking relationship. Lake Area United Way is reaching out to the people in the community who may need financial assistance and education as to the programs available. Ms. Carpenter stated that the partnership between the United Way, NICTD and the local banks will assist the community. Ms. Reyome stated that the FDIC had reached out to the banks in Northwest Indiana eight years ago to begin this program. Ms. Johnson stated this is a great opportunity to come together as well as for NICTD to work toward becoming a cashless railroad.

Mark Catanzarite inquired as to whether there are any St. Joseph County contacts, and could they be included in the September 14th press conference. Ms. Reyome stated that they are not quite ready for a Bank On program, but are working toward that goal. Mr. Noland stated

NICTD has reached out to South Bend banking institutions because NICTD wishes to ensure that this program covers our four-county area. Ms. Harrington stated that as others join the Bank On program, they will be brought into the partnership with NICTD.

Mr. Yagelski inquired how the program is going to be marketed and how has the program been growing over the last eight years. Ms. Carpenter stated that the program needs more marketing, and an opportunity of marketing alongside NICTD will be a great way to help the community. Ms. Harrington stated that Morse & Harris Marketing is working to promote and assist in reaching the public. Ms. Reyome informed the Board that the Indiana State Treasurer is excited about the program and wishes to attend and speak as well as a representative from the FDIC.

RESOLUTION 15-02 – A RESOLUTION AUTHORIZING EXECUTION OF DOCUMENTS FOR THE CLOSING OF A REAL ESTATE PURCHASE.

Mr. Noland referred the Board to a parcel of property, that by an Agreement in 2006 with LaPorte County, NICTD sought to acquire. We have been actively using this parcel for years. NICTD needs to have this parcel officially closed and transferred to us properly. This resolution will authorize NICTD to complete the transaction. \$45,000 will go to the county to close this matter. One small area is not included in this transaction, but we will bring it before the Board in the near future.

Mike Repay motioned to approve the resolution. The motion was seconded by Christine Cid. The motion was approved unanimously.

RIDERSHIP & PERFORMANCE REPORT

Mr. Parsons stated that ridership is up 1.2% through the first six months of the year. This is primarily due to having a few more days of operation in January and February of this year over last year when the snow was so bad we had to temporarily suspend service. Peak ridership is doing very well and is up 2.0%. Off-peak remains sluggish as well as weekends. Our overall on-time performance has improved over last year at 88.2% v. 84% last year. Ticket vending machine sales are up as well as ticket sales via the app.

Mike Repay asked about the machines ability to take multiple credit cards. Mr. Parsons confirmed that they do. Split transaction capability has been in place approximately three months. Mr. Repay and Mr. Parsons discussed that this is very useful to those with multiple cards. Mr. Noland stated that currently the transit benefit is capped at \$130 with \$230 for parking. There is a strong effort to link the benefits and push the transit benefit up to \$230.

Mr. Parsons noted several upcoming events, including Lollapalooza. Last year we carried in excess of 15,000 passengers over the 3-day run. We are expecting big numbers this year as well, and will have an extra train set on Saturday – both westbound and eastbound.

Also coming this summer is the Chicago Air and Water Show on August 15th and 16th, followed by the Jazz Fest on September 3rd through 6th. We have four Notre Dame home games involving alumni charters this year. There are three in September involving Texas, Georgia Tech, and UMass along with USC in October.

John Evans reminded the Board of the Cross Town Classic with the White Sox and Cubs on August 14th through 16th.

OPERATIONS REPORT

Bill O'Dea addressed the Board to update important capital improvement projects that will impact service. Already started is the renewal of 11th Street in Michigan City. There is a 2,400 foot section up for renewal and requires mid-day busing. There is also catenary renewal work between Michigan City and South Bend. That will require busing as well. Mr. O'Dea stated that over the past two winters alone we have seen how capital improvement projects have directly benefited operations. Last winter was very good, and the winter before was particularly difficult in terms of weather conditions. These are very important projects, but we have excellent substitute busing service in effect.

The Metra service disruption on July 25 was a challenge with three trains in the mix. Metra had a train that lost contact with the wire where the catenary system failed at two locations almost simultaneously. Their substation and power source for this area failed as well. They had a computer problem and a plant problem at Kensington. In the midst of this situation, the first responders advised Metra to cut power to all tracks. Everything came to a stop. Mr. O'Dea stated that better coordination with Metra will be required in the future.

Mr. Noland notified that we had very heavily loaded trains without power and air conditioning. Mr. O'Dea noted that the train with the most passengers stopped around 47th Street. Our train crews and transit officers did their best to keep passengers informed. The good will of our passengers helped as well.

Mr. O'Dea stated that rush hour on-time performance through June is at 87.7%. He pointed out that during summer months with work projects, system reliability is challenged. The leading causes of rush hour delays include Metra and some of the work that is ongoing with them, passenger train interference – again meaning single track conflicts, and some mechanical issues.

PROPOSAL/BIDS REVIEW AND APPROVAL

**RECOMMENDATION
BRIDGE & BUILDING DEPARTMENT**

DUNE PARK STATION IMPROVEMENTS

Bid

July 31, 2015

A. SCOPE

The Engineering Department has requested bids for Station Improvements at the Dune Park Station. The work will include remodeling the bathrooms in the Station & Administrative Offices along with ramp replacement on the north veranda entrance. Bids were solicited for the work described and a public bid opening was held at the Dune Park Offices on Friday, July 17, 2015.

B. ADMINISTRATIVE REVIEW

1. Legal Notifications

The request for Station Improvements was advertised both regionally and nationally. The legal advertisement was placed in the following publications:

The Times
News Dispatch
South Bend Tribune
Chesterton Tribune
Chicago/Gary Crusader
Dodge Report
Axis Track Report-Internet
NICTD's Website

2. Bid Review

A total of eleven (11) packets were mailed for the Station Improvements prior to the bid opening. The request resulted in the receipt of three (3) bids.

3. DBE & Required Forms

The Bids were evaluated for responsiveness to determine if they could be accepted for further review.

All forms have been correctly submitted and were found to be within the guidelines set forth by the Federal Transit Administration (FTA).

C. ENGINEERING REVIEW & COST ANALYSIS

Cost and Responsiveness Evaluation:

The bids were evaluated for responsiveness to the Technical Specifications. Larson-Danielson Construction Co., Inc. was deemed to be the lowest and most responsive bidder and took no exceptions to the Technical Specifications.

See attached bid sheet.

Engineer's estimate: \$183,000.⁰⁰

Lowest and most responsive bidder was 15.9% (\$29,240.⁰⁰) more than the Engineer's Estimate.

Larson-Danielson Construction Co., Inc.'s DBE amount was 11.8%. (\$25,044.³²)

NICTD's Engineering Department has reviewed the bid and technical specifications and has deemed Larson-Danielson Construction Co., Inc. as a competent contractor.

D. DELIVERY

Larson-Danielson Construction Co., Inc. can meet NICTD's construction schedule.

E. RECOMMENDATION

The Staff recommends that Larson-Danielson Construction Co., Inc., LaPorte, IN, be awarded the contract for the Dune Park Station Improvements in the amount of Two Hundred Twelve Thousand Two Hundred Forty Dollars and 00/100 (\$212,240.00).

The Staff is requesting that the Board grant the General Manager the authority to issue a Notice to Proceed for the Construction of the Dune Park Station Improvements at his discretion.

Mr. Decker made the motion that Larson-Danielson Construction Co., Inc. be awarded the Contract for the Dune Park Station Improvements in the amount of Two Hundred Twelve Thousand Two Hundred Forty Dollars and 00/100 (\$212,240.00). The motion was seconded by Mr. Yagelski. The motion was approved unanimously.

Contractor Name	Dune Park Station Improvements	Form 95/ Form 96	Eligible Bidder	Lower Tier	DBE %	Non-Discrim.	Rest. Lobby	Drug Free	Buy America	Bond
1 Larson-Danielson Constr. LaPorte, IN	\$212,240.00	X	X	X	11.8%	X	X	X	X	X
2 Gariup Construction Co. Gary, IN	\$231,600.00	X	X	X	5.4%	X	X	X	X	X
3 Tonn and Blank Michigan City, IN	\$282,623.00	X	X	X	29.0%	X	X	X	X	X

Engineer's Estimate: \$183,000.00

**RECOMMENDATION
ENGINEERING
Design/Build of Catenary Foundations
Proposal
July 31, 2015**

A. SCOPE

The District is requesting contractors to design, furnish and install an alternative foundation in lieu of the standard concrete foundation. There are a total of 43 foundations needed which are located between Michigan City and South Bend. This is a continuation of the Phase 3 Catenary Upgrade Project. This alternative foundation is intended to speed up installation time and reduce cost when compared to a standard concrete foundation. This is needed for the described work area due to its remote locations and limited vehicle accessibility for these specified track areas. The foundation design shall endure working loads as shown on drawings and have a service life of 40 years.

B. ADMINISTRATIVE REVIEW

1. Legal Notifications

The request for Catenary Foundations was advertised throughout the region and nationally. The legal advertisements were placed in the following publications:

News Dispatch
The Times
Gary/Chicago Crusader
Chesterton Tribune
South Bend Tribune
NICTD website
Dodge Report

2. Proposal Review

A total of four (4) packets were requested for the Design/Build project prior to the proposal opening. The request resulted in the receipt of two (2) proposals.

3. Disadvantaged Business Enterprise (DBE) and Required Forms

The proposals were evaluated for responsiveness to determine if they could be accepted for further review

All forms have been correctly submitted and were found to be within the guidelines set forth by the Federal Transit Administration (FTA).

C. STAFF REVIEW

Team Evaluation Review:

The team was composed of three (3) individuals that evaluated the proposals on:

- Project understanding / Technical design
- Project management / Execution plan
- Program approach
- Fee structure
- Execution of forms and certificates

Catenary Foundations	TOTALS	
Proposer	Score	RANK
Shaner Industries	250	1
Case Foundation	202	2

Both proposals were planning on self performing the work and had no DBE participation. The highest ranked proposer did make a Good Faith Effort on offering bid opportunities for fabrication services and contacting DBE Firms.

The highest ranked proposer was able to perform the described work under the current train schedule and during daytime hours. The competing firm proposed performing their work at night. This method would require light plants and alternative work schedules for NICTD personnel to assist in the completion of their work. The daytime solution seems to be a much safer plan in relation to better lighting and having more NICTD personnel available during work hours.

Both firms had an adequate amount of experience with alternative foundation designs and had listed multiple projects, in which their designs were installed. Both firms presented a schedule that would meet the districts time frame of December 8.

The highest ranked proposer had a cost per foundation of \$6,630 each versus a cost of \$23,512 each from competing proposer. The District feels the Shaner Industries Foundation design meets the specified criteria.

Independent Cost Estimate: \$296,270.⁰⁰

D. RECOMMENDATION

The Staff recommends that the Board grant the authority for the General Manager to award the contract to Shaner Industries in the amount of Two Hundred Fifty-Eight Thousand Five Hundred Sixteen Dollars and ⁰⁰/100 (\$258,516.⁰⁰).

The Staff is requesting that the Board grant the General Manager the authority to issue a Notice to Proceed for the Design/Build of Catenary Foundations at his discretion.

Mr. Repay made the motion that the Board grant the General Manager the authority to award the contract to Shaner Industries in the amount of Two hundred Fifty-Eight Thousand Five Hundred Sixteen Dollars and ⁰⁰/100 (\$258,516.⁰⁰). The motion was seconded by Mr. Catanzarite. The motion was approved unanimously.

RECOMMENDATION
MECHANICAL DEPARTMENT
APS Units (Auxiliary Power Supply)
Sole Source Proposal
July 31, 2015

A. SCOPE

NICTD passenger cars are equipped with Auxiliary Power Supplies (APS Units) that convert the 1500 V DC input voltage from the overhead catenary into various levels of AC and DC voltage that are required to power the cars. These APS Units are proprietary and manufactured by Transtechnik Corporation, which is the OEM.

NICTD currently has two (2) spare APS units. Due to the complexity of the design, as repairs are usually beyond our capabilities, we find that in many cases we do not have any spares on hand. In the event of a failure, we are forced to take a car out of service until we can get a unit back from repair. In order to keep our fleet in operation, we are requesting to purchase five (5) additional spare units with associated parts to ensure we have an adequate amount of spares consistent with our repair cycle.

B. AVAILABLE SOURCES

Transtechnik Corporation. Original equipment manufacturer (OEM).

Sole Source: No other manufacturer is known to provide this product. Other commuter railroads consider Transtechnik Corporation a Sole Source for this product.

C. PRICING

See chart.

Item	Quantity	Cost Each	Total:
APS - U1500 DC / 480AC3-120AC3-740C	5	119,849.00	\$599,245.00
Active Voltage	4	128.41	\$513.64
Microfuse Limiter	10	28.84	\$288.40
L101 Input Choke	4	2,449.37	\$9,979.48
L111 Choke	4	2,049.01	\$8,196.04
Actual Valve Board	4	521.34	\$2,085.36
Diode Module	6	53.90	\$323.40
			\$620,449.32

Price is equal to or less than what other users would pay based on a similar sized order.

D. RECOMMENDATION

The Staff recommends that Transtechnik Corporation be awarded the Contract for Spare APS Units in the amount of Six Hundred Twenty Thousand Four Hundred Forty-Nine Dollars and 32/100 (\$620,449.32).

The Staff is requesting that the Board grant the General Manager the authority to issue a Notice to Proceed for the APS Units and associated parts at his discretion.

Mr. Repay made the motion that Transtechnik Corporation be awarded the Contract for Spare APS Units in the amount of Six Hundred Twenty Thousand Four Hundred Forty-Nine Dollars and 32/100 (\$620,449.32). The motion was seconded by Mr. Decker. The motion was approved unanimously.

RECOMMENDATION
MECHANICAL DEPARTMENT
Event Recorders
Sole Source Proposal
July 31, 2015

A. SCOPE

Event recorders are required by the FRA and currently installed on all commuter cars. An upgrade of these event recorders is required to make them compatible with the installation of the upcoming PTC project. The current request is to purchase the remaining 43 units needed to convert the balance of the NICTD fleet. Trial orders have been done on these newer event recorders and were successful. NICTD would like to order the balance of the event recorders needed and take advantage of some volume discount pricing. A volume discount of \$61,318 can be realized by purchasing the remaining units versus purchasing in quantities less than 9.

Bach-Simpson is a sole source procurement, as they are the only known manufacturer of an event recorder that will work with NICTD commuter cars. Metra also considers Bach-Simpson a sole source for these event recorders.

B. AVAILABLE SOURCES

Bach-Simpson. Original equipment manufacturer (OEM).

Sole Source: Only manufacturer available that works with NICTD commuter cars.

C. PRICING

See chart.

Item	Quantity	Cost Each	Total:
54300-102 Event Recorder	43 Ea	8,325	\$357,975
Mating Connectors	25 Sets	877	\$21,925
48500B-RD# ID Plug	33 Ea	185	\$6,105
Speed Indicator Control Module	25 Ea	1,824	\$45,600
Speed Indicator	58 Ea	625	\$36,250
Cable, Speed display 25 ft	25 Ea	382	\$9,550
Pressure Transducer, 200psi	72 Ea	589	\$42,408
ELP to ERS Adapter cable 54792-6	10 Ea	1,706	\$17,060
ELP to ERS Adapter cable 54793-6	10 Ea	850	\$8,500
ELP to ERF Adapter cable 54794-6	10 Ea	438	\$4,380
ELP to ERS Adapter cable 54795-6	10 Ea	750	\$7,500
Non-recurring Engineering TMS Crew Alerter Functionality Software	1	5,000	\$5,000
			\$562,253

Price is equal to or less than what other users would pay based on a similar sized order.

D. RECOMMENDATION

The Staff recommends that Bach-Simpson be awarded the Contract for the Event Recorders in the amount of Five Hundred Sixty-two Thousand Two Hundred Fifty-three Dollars and 00/100 (\$562,253.00).

The Staff is requesting that the Board grant the General Manager the authority to issue a Notice to Proceed for Event Recorders at his discretion.

Mr. Repay made the motion that Bach-Simpson be awarded the Contract for the Event Recorders in the amount of Five Hundred Sixty-two Thousand Two Hundred Fifty-three Dollars and 00/100 (\$562,253.00). The motion was seconded by Ms. Cid. The motion was approved unanimously.

RECOMMENDATION MARKETING

HEGEWISCH PARKING LOT LEASE Revenue Generating Contract

July 31, 2015

A. SCOPE

The Hegewisch Station is currently the only NICTD lot that charges a fee for parking. The management and collection of these fees is currently leased to a company in exchange for an annual fee paid to the District. The NICTD lot has 337 parking spaces. Metra also has a parking lot across the street with 640 spaces. Both parking lots charge a rate of \$1.50 per day for parking. The parking lot management companies have the responsibility for general cleanup, fee collection, violation enforcement and snow removal.

B. ADMINISTRATIVE REVIEW

1. Proposal Quotes

A total of five (5) packets were mailed for the Hegewisch Parking Lot Lease prior to the proposal opening. The request resulted in the receipt of two (2) proposals.

2. Required Forms

The proposals were evaluated for responsiveness to determine if they could be accepted for further review.

All forms have been correctly submitted and were found to be within the guidelines set forth by the Federal Transit Administration (FTA).

C. PROPOSAL REVIEW

Both proposers have extensive experience in managing parking lots in similar environments. The District held interviews with both proposers to help identify any differences between proposers. The District understands the different drivers that could change occupancy at the lot.

Both firms met all the criteria presented and the deciding factor comes down to the amount of suggested annual lease. The suggested term of the lease is for 5 years and the strongest proposer offered \$35,000 per year.

The previous contract amount was \$41,506 per year and will expire next month. Competing firms stated that the \$1.50 per day rate has been held since 2007 and operating costs have continued to rise. The District did calculate some occupancy rates and fares collected and determined that lease amount is around 50% of total amount of revenue and deems this to be fair.

D. RECOMMENDATION

The Staff recommends that Impark, Chicago, IL, be awarded the contract for the Hegewisch Parking Lot Lease in the amount of One Hundred Seventy-Five Thousand Dollars and 00/100 (\$175,000.00) of revenue to be paid to the District.

The Staff is requesting that the Board grant the General Manager the authority to issue a Notice to Proceed for the Hegewisch Parking Lot Lease at his discretion.

Mr. Repay made the motion that Impark, Chicago, IL, be awarded the contract for the Hegewisch Parking Lot Lease in the amount of One Hundred Seventy-Five Thousand Dollars and 00/100 (\$175,000.00) of revenue to be paid to the District. The motion was seconded by Ms. Cid. Christine Cid asked if the parking fee was going to remain the same. Mr. Noland replied yes, pending Metra's trend. The motion was approved unanimously.

OTHER BUSINESS

Mr. Decker recommended Michigan City's Taste of Michigan City and the Super Boat Race.

Ms. Cid reminded that the Lake County Fair was going on.

Mr. Evans added that the Porter County Fair was going on as well.

ADDITIONAL PUBLIC COMMENT

Mr. Nowacki was granted an opportunity to comment since eastbound Train 7 arrived too late to permit him to comment during the assigned time. He expressed concern regarding the ability to take the South Shore Line from the west in order to make the Board Meetings on time.

ADJOURNMENT

Mr. Evans called for a motion to adjourn. Mr. Decker made the motion to adjourn. The motion was seconded by Mr. Repay. It was so moved. The next NICTD Board Meeting is scheduled for September 25, 2015.

Respectfully submitted,



Christine Cid, Board Secretary