



**NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT
BOARD MEETING**

September 29, 2025

Webinar ID: 86573363173

Passcode: 826975

Public Session – 10:30 a.m. (CST)

BOARD MEMBERS PRESENT

Roland Fegan (Designee)
Jon Costas

Jim Arnold
Eddie Melton

Carl Baxmeyer

STAFF PARTICIPANTS

Michael Noland
Chuck Lukmann, Esq.
Amber Kettring
Gary Babcoke
Nicole Barker
Darrell Riddell
Nico Verduzco

Tony Siegmund
Jessie Watts, Jr.
Kelly Wenger
Melissa Jones
Christine Dearing
Joseph Cieniawski
Michelle Schmitte

Connie Grashel
Mike Rowe
Kristen Coslet
Justin Miranda
Anthony Hall
Sherri Zorek

OTHERS PRESENT

Joe Crnkovich
Andy Kostielnay
Doug Ross
Timothy Whalen

Steven Lyons
Zachary Trunk
Gary R. Clark

Greg Price
Jim Nowacki
Hodge Patel

CALL TO ORDER

Roland Fegan, Deputy Commissioner of the Indiana Department of Transportation (INDOT), and the designee of NICTD Board Chair and INDOT Commissioner Lyndsay Quist, conducted the meeting as NICTD Board Chair, called the meeting to order. Mr. Fegan requested a roll call. Attorney Chuck Lukmann, NICTD's General Counsel,

conducted the roll call,; Roland Fegan, Eddie Melton, Jim Arnold, Jim Costas, and Carl Baxmeyer were present.

SAFETY BRIEFING

Kristen Coslet, NICTD Director of Safety & Rules, conducted a safety briefing.

BOARD MEETING MINUTES

Mr. Fegan requested a motion to approve the Board Meeting Minutes of May 19, 2025. Mr. Costas made a motion to approve the board meeting minutes; Mr. Baxmeyer seconded, and on roll call, the motion passed unanimously.

PUBLIC COMMENT

Jim Nowacki, a Gary resident and a person who indicates that he is a South Shore rider, commented that trains continue to run late despite promised improvements and that some trains depart Gary stations up to four minutes early, causing riders to miss them even when arriving on time. He stated this practice disproportionately harms Lake County passengers, who make up most of the system's ridership, and urged the board to review the policy to ensure fair treatment of local riders.

PURCHASING (Procurement Recommendation Packet Attached)

Tony Siegmund, Director of Procurement, presented three recommendations to the Board.

The first item was for the Accounting Department for consulting & investment advisory services. The Accounting Department requested proposals from qualified firms for consulting and investment advisory services. This project includes services to NICTD's supplemental pension plans for management and union employees. Proposals were solicited and a private proposal opening was held at the Dune Park Office on August 7, 2025.

A total of nine (9) packets were requested prior to the proposal opening. The request resulted in the receipt of three (3) proposals.

The Staff requested that the Board grant the President the authority to issue the Notice to Proceed for consulting and investment advisory services at his discretion.

Mr. Arnold made a motion to grant authority to the NICTD President to issue a Notice to Proceed for the consulting and investment advisory services, at his discretion. The motion was seconded by Mr. Melton and, on a roll call vote, passed unanimously.

Mr. Siegmund presented the second procurement for a sole source item for the Mechanical Department for Trailer TBUs.

As part of the upcoming Midlife rebuild of the 1992 trailer cars, the Mechanical Department is requesting the overhaul of the tread brake units (TBUs) which were produced by Knorr Brake Company. The TBU is one of the main components for NICTD's trailer car brake system. The Federal Railroad Administration (FRA) mandates periodic reconditioning or rebuilding at set intervals.

Knorr Brake Company is the original equipment manufacturer and designs are proprietary, making the TBU overhaul a sole source procurement.

The independent cost estimate (ICE) for this project is \$246,183.41. The District has reviewed the proposed pricing by Knorr Brake and has determined this pricing to be fair and reasonable based on previous TBU overhaul programs and similar work.

The Staff requested the Board grant the President the authority to enter into a contract for an amount of One Hundred Ninety-Nine Thousand, Nine Hundred Twenty-Nine Dollars and ¹⁸/₁₀₀ (\$199,929.18) with Knorr Brake Company for Trailer Tread Brake Units.

Mr. Baxmeyer made a motion to grant authority to the NICTD President to issue a Notice to Proceed for the trailer TBUs, at his discretion. The motion was seconded by Mr. Fegan and, on a roll call vote, passed unanimously.

Mr. Siegmund presented the third sole source procurement item, West Lake Design Build, Change Order 20. The District executed contract 94028 for West Lake Design-Build with FH Paschen/Ragnar Benson Joint Venture on October 29, 2020, for a not to exceed cost of \$554,940,521.00. To keep the project moving forward, the District has approved nineteen change orders totaling \$31,432,378.17. Change Order 20 authorizes an additional \$55,071.64. The updated total contract price would be \$586,427,970.81.

An independent cost estimate was prepared for the PCOs and the costs associated with each have been determined to be fair and reasonable.

The District requested that the Board grant the President the authority to approve change order twenty to contract 94028 in the amount of Fifty-Five Thousand, Seventy-One Dollars and ⁶⁴/₁₀₀ (\$55,071.64), pending RDA and IFA approval.

Mr. Fegan made a motion to grant authority to the NICTD President to issue a Notice to Proceed for the West Lake Design Build, Change Order 20, at his discretion. The motion was seconded by Mr. Costas, and, upon a roll call vote, passed unanimously.

Resolutions

The Board considered two resolutions related to the District's 2016 revenue bonds and the federal Disadvantaged Business Enterprise (DBE) program. Counsel Lukmann presented the resolutions to the board.

Resolution 25-03

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT AUTHORIZING THE ISSUANCE OF REVENUE REFUNDING BONDS OF THE DISTRICT AND REGARDING CERTAIN RELATED MATTERS

Resolution 25-03 authorizes issuing revenue refunding bonds to refinance the 2016 Positive Train Control (PTC) bonds, which become callable in 2026. Bond counsel Jacob McClellan noted that Bank of America may offer an early rate lock if market conditions are favorable, though an April closing remains the standard timeline. The refunding is expected to save approximately \$3.4 million, depending on the final maturities selected. The bonds will continue to be paid from the Electric Rail Service Fund, with a not-to-exceed amount of \$37.5 million and the same final maturity date of July 1, 2041.

President Noland provided background on the original PTC financing, explaining that the federal mandate required rapid deployment nationwide before the technology was fully developed. NICTD ultimately installed the system at a cost of \$100 million, funded entirely with Indiana state dollars. Savings from the proposed refunding will support future capital investment; funds cannot be used for operating expenses.

Mr. Costas made a motion to accept Resolution 25-03 authorizing the issuance of revenue refunding bonds of the District and regarding certain related matters, seconded by Mr. Baxmeyer, and on roll call vote the motion passed unanimously.

Resolution 25-04

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT REVISING THE DISTRICT'S DISADVANTAGED BUSINESS ENTERPRISE GOAL

Resolution 25-04 updates NICTD's Disadvantaged Business Enterprise (DBE) goal from 10% to 11.7%. DBE Officer Kelly Wenger noted that the goal is reviewed every three years and that participation during the Double Track and West Lake projects supports the higher target. Only firms certified as DBEs through Indiana or Kentucky qualify under federal rules; state MBE/WBE certifications do not apply. Because most of NICTD's capital program is federally funded, the District must follow the federal DBE program requirements.

Mr. Baxmeyer made a motion to accept Resolution 25-04 authorizing revising the district's disadvantaged business enterprise goal, seconded by Mr. Melton, and on roll call vote the motion passed unanimously.

PRESIDENT'S REPORT

President Michael Noland addressed the public comment by clarifying that the schedule has been changed three times. He explained that eastbound stations operate as "d-stops," allowing trains to depart up to four minutes early—a long-standing and common industry practice used in transit systems nationwide. Mr. Noland noted this applies only to eastbound trains, which have fewer boarding passengers, and helps maintain system efficiency when trains make up time. He emphasized the policy is not applied within any single community – it is applied across the railroad's geography - and encouraged eastbound riders to arrive early.

Double Track NWI

President Noland reported that the Double Track project is nearing completion, with only punch-list items, final payments, and retention release remaining. The federally required "After Study," being developed with HDR, is in planning and expected to occur in late October and November. Once the project is fully closed out, the agency will finalize grant closeout by working with the Federal Transit Administration to process the Full Funding Grant Agreement and transfer remaining federal funds to the Indiana Finance Authority for distribution.

West Lake Project

President Noland reported that although the project had been tracking toward potential year-end revenue service, NICTD discovered damage to a transformer following an electrical storm in mid-August. While it does not appear that the damage to the transformer was storm related, The damage to the transformer was significant at Traction Power Substation No. 2, and a second transformer in Hammond also showed heat damage. NICTD, along with the contractor (joint venture), subcontractors, and manufacturer are conducting a root-cause analysis, and both affected transformers have been shipped back for teardown and testing. He emphasized that the line will not open until the cause is identified and a fully reliable solution is in place. Depending on findings, repairs may range from minor component fixes to a full redesign; if no redesign is required, the manufacturer can expedite replacement units within an estimated 8–12 weeks. Concurrent system testing and employee training will continue where possible to reduce delays, and financial responsibility for the transformer issue remains with the contractor. Noland added that NICTD's other substations use different manufacturers and technology, making West Lake the first project on our system using this particular

transformer technology. The earliest likely window for revenue service is now late January to mid-February.

South Bend Airport Realignment

President Noland reported that engineering for the South Bend Realignment is nearing 100% completion, with final plans expected within the next few months. The project is awaiting updated FAA environmental approval, which is required because the alignment impacts airport property. NICTD is preparing to pursue multiple federal grant programs through the Federal Railroad Administration, including the Fed-State Partnership and the Railroad Crossing Elimination program, for which the project is considered highly competitive due to closing approximately 20 grade crossings. AECOM has been engaged to strengthen the grant applications, and local funding commitments total \$34 million (\$28 million from the State of Indiana and \$6 million from the NICTD board), with additional opportunities still being pursued. Noland noted the project has been a board priority for nearly four decades and will improve safety, operating efficiency, and travel time by relocating service from the temporary east-side airport alignment to the west side.

Metra Track 4 Project

President Noland reported that the Metra Track 4 capacity project is progressing well and remains on time and under budget. The \$200 million project—primarily funded through NICTD with capital contributions and workforce support from Metra—will extend a continuous fourth track into the terminal, supported by new platforms at both Randolph Street and Millennium Stations, yard reconfiguration, and new switches. Once complete, the project will significantly increase capacity, improve reliability, and reduce travel times by enabling continuous operation on Track 4. Metra's planned installation of bi-directional signaling, driven partly by the Obama Library construction, will further enhance flexibility and allow train movements in either direction on any track, complementing NICTD's existing bi-directional capability.

ADVERTISING AND MARKETING REPORT

Nicole Barker, Director of Capital Investment & Implementation, presented the Advertising and Marketing Report.

Ms. Barker provided an update on NICTD's 2025 "Discover the Ride" marketing campaign. The branding is being expanded to District vehicles and local partnerships, including continued collaboration with *Dig the Dunes* to promote trips tied to regional events.

The annual "Medical Personnel and First Responders Ride Free" campaign saw strong results, more than doubling participation from 2024.

During Rail Safety Week, staff visited the Hammond, East Chicago, and Hegewisch stations from 5–9 a.m. to speak with passengers about rail safety. Many questions focused on the upcoming Monon Corridor, and an additional safety campaign is planned ahead of its launch.

Event-related ridership remained strong. Lollapalooza numbers increased slightly from last year, with My Chemical Romance drawing the largest crowds. NICTD is also testing service for Chicago Fire soccer matches at 18th Street; early ridership is low but growing.

Upcoming promotions include Marathon weekend and Veterans Ride Free.

Ms. Barker concluded by noting that preparations are underway for the holiday season, including the Magnificent Mile Lights Festival.

TICKET SALES, RIDERSHIP AND OPERATIONS REPORT

Kelly Wenger, Director of Strategic Planning & Grants, presented the Ticket Sales and Ridership reports.

Ms. Wenger reported early results from the July 1 fare increase, noting strong gains in 25-ride and 10-ride ticket sales and overall growth in fare revenue, despite expected fare-elasticity impacts. One-way trips also increased, though summer discretionary travel affects comparisons. Ridership continues to rebound, with weekend and off-peak service performing above 80% of 2019 levels and peak service recovering past 60%.

President Noland added that the fare increase was part of the District's obligation to support closing the state-assisted fiscal gap and that both ridership and revenue remain on an upward trajectory.

Bike usage hit record levels, with more than 1,700 trips in August. Expanded high-level boarding at Miller, 11th Street, and Ogden Dunes, along with improved trail and local transit connections, has driven growth.

Chief Operating Officer Anthony Hall presented the operations report, highlighting recent activity and performance metrics.

NICTD's year of on-time performance data shows steady improvement thanks to stronger processes and faster responses to issues. While challenges like PTC problems and infrastructure work continue, recovery is now quicker and communication with crews has improved significantly.

NICTD is preparing for the West Lake opening, coordinating closely with METRA, and continuing hiring and training. The new service will include both through-trains and extensive shuttle service, with careful planning to ensure smooth transfers at Hammond Gateway.

Once the transformer issue is resolved, NICTD will publish the finalized schedule and announce the start date.

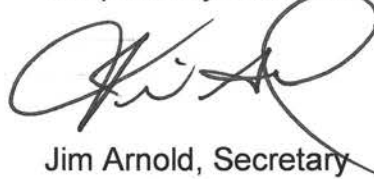
OTHER BUSINESS

None

ADJOURNMENT

Mr. Arnold made a motion to adjourn the meeting, seconded by Mr. Melton, and on the roll call vote, the motion passed unanimously. The next board meeting is scheduled for November 24, 2025.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Arnold', is written over the printed name.

Jim Arnold, Secretary



PROCUREMENT RECOMMENDATIONS

September 29, 2025

Accounting Department:

Proposal:

- **Consulting & Investment Advisory Services**

Mechanical Department:

Sole Source:

- **Trailer TBUs**

West Lake:

Sole Source:

- **Design Build – Change Order 20**

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C. STAFF REVIEW

Team Evaluation Review:

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

- i) Firm Information
- ii) Investment Management Process
- iii) Fee Schedule
- iv) Provider/Vendor Services
- v) Technology & Security

The evaluation review resulted in interviews with three (3) firms.

Proposer	Rank
CAPTRUST Financial Advisors	1
Shepherd Financial, LLC	2
Retirement Plan Advisors, LLC	3

The District held interviews with all proposers to clarify the details of their proposals. As a result, CAPTRUST Financial Advisors was identified as the strongest proposer. CAPTRUST presented the best overall proposal for the services being requested by the District.

D. RECOMMENDATION

The Staff recommends that CAPTRUST Financial Advisors of Raleigh, North Carolina be awarded the contract for consulting and investment advisory services.

The Staff is requesting that the Board grant the President the authority to issue the Notice to Proceed for consulting and investment advisory services at his discretion.

RECOMMENDATION
Mechanical Department
Trailer TBUs
September 29, 2025

As part of the upcoming Midlife rebuild of the 1992 trailer cars, the Mechanical Department is requesting the overhaul of the tread brake units (TBUs) which were produced by Knorr Brake Company. The TBU is one of the main components for NICTD's trailer car brake system. The Federal Railroad Administration (FRA) mandates periodic reconditioning or rebuilding at set intervals.

Knorr Brake Company is the original equipment manufacturer (OEM) and designs are proprietary, making the TBU overhaul a sole source procurement.

Item:	Car Sets	Price	Total
Tread Brake Unit, Left	11	\$8,759.12	\$96,350.32
Tread Brake Unit, Right	11	\$4,379.56	\$48,175.16
Tread Brake Unit, Right w/ Handbrake	11	\$5,036.70	\$55,403.70
Total			\$199,929.18

The independent cost estimate (ICE) for this project is \$246,183.41. The District has reviewed the proposed pricing by Knorr Brake and has determined this pricing to be fair and reasonable based on previous TBU overhaul programs and similar work.

The Staff is requesting the Board grant the President the authority to enter into a contract for an amount of One Hundred Ninety-Nine Thousand, Nine Hundred Twenty-Nine Dollars and ¹⁸/₁₀₀ (\$199,929.18) with Knorr Brake Company for Trailer Tread Brake Units.

RECOMMENDATION
West Lake Design-Build
Change Order 20
September 29, 2025

RECOMMENDATION:

The District executed contract 94028 for West Lake Design-Build with FH Paschen/Ragnar Benson Joint Venture on October 29, 2020, for a not to exceed cost of \$554,940,521.00. To keep the project moving forward, the District has approved nineteen change orders totaling \$31,432,378.17. Change order twenty authorizes an additional \$55,071.64. The updated total contract price would be \$586,427,970.81.

PCO	Change Description	Cost
149	Request to Deviate from the TP Language to Provide New CIH	\$275,099.08
211	Ticket Vending Machine Installation and Setup	(\$7,576.35)
235	Procurement and Installation of CCTV, NVR, Emergency Telephone, and IT Network Switches	(\$333,637.65)
247	OCS Adjustment for HG SSL Platform Gauntlet Tracks	\$19,742.27
252	Drywall Around Steel Columns	\$18,341.15
260	Protection from Garbage – Hammond Gateway	\$10,057.65
270	Seminary Dr./Main St. T Intersection Update Design	\$61,384.70
272	10kVA Transformer for CP69.2 East	(\$12,223.08)
273	Track Changes – SSL Cutover – Main 1 & Main 2	\$144,212.29
280	Scope Removal of Guardrails on Bridge Structures	(\$1,018.55)
287	Hammond Station Planter Removal from Scope	(\$123,377.12)
291	Transition Ties at BR107 & BR115	\$4,067.25
Total		\$55,071.64

An independent cost estimate has been prepared for the PCOs and the costs associated with each have been determined to be fair and reasonable.

The District is requesting the Board grant the President the authority to approve change order twenty to contract 94028 in the amount of Fifty-Five Thousand, Seventy-One Dollars and ⁶⁴/₁₀₀ (\$55,071.64), pending RDA and IFA approval.

