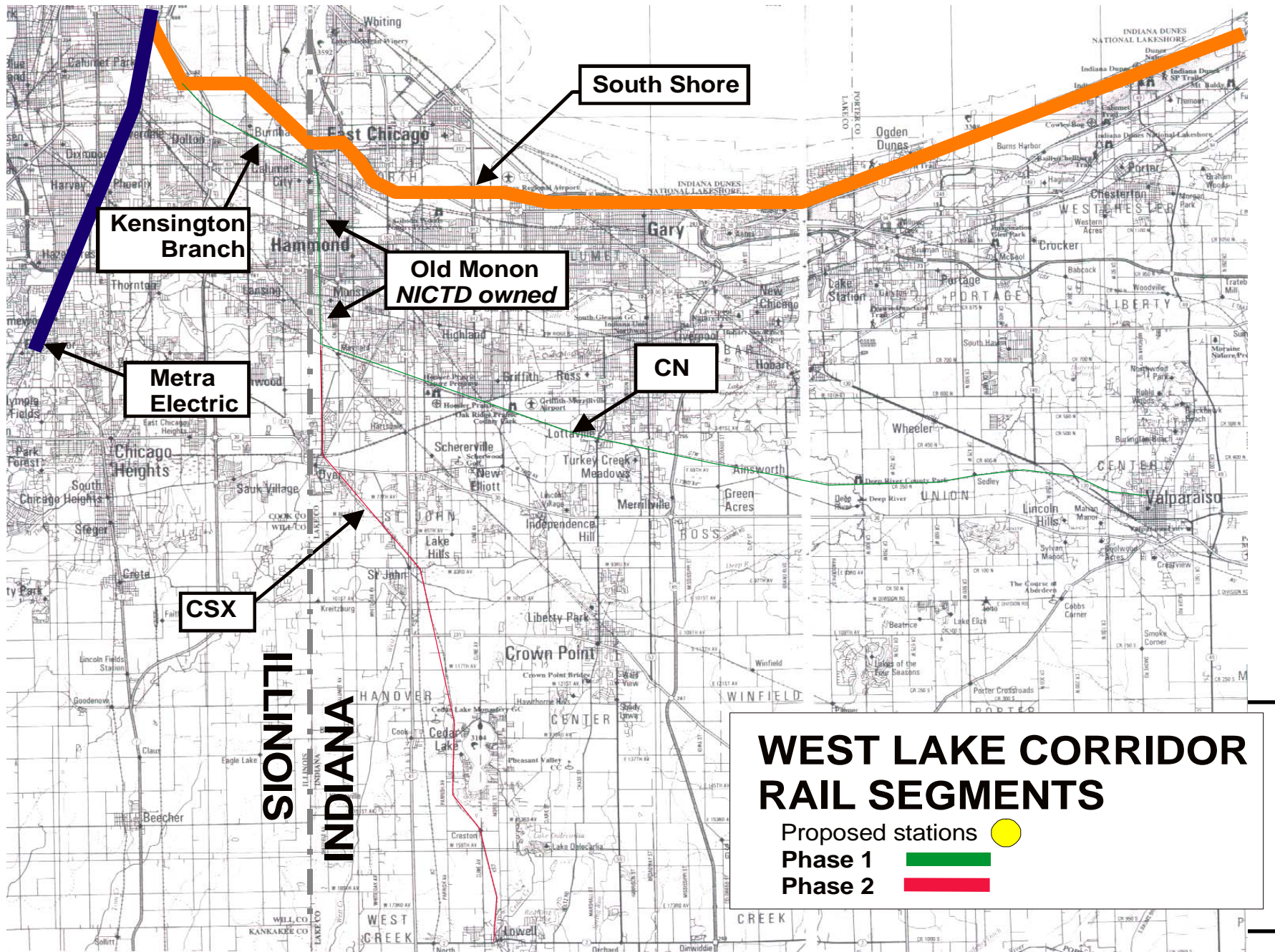


## **Building a New Economy for Everyone in Northwest Indiana**



### **To Improve and Extend the South Shore Rail Line:**

**Northwest Indiana Leadership Working Together  
to Create a Non-Federal Funding Source  
for the Extension of the South Shore Rail Line**

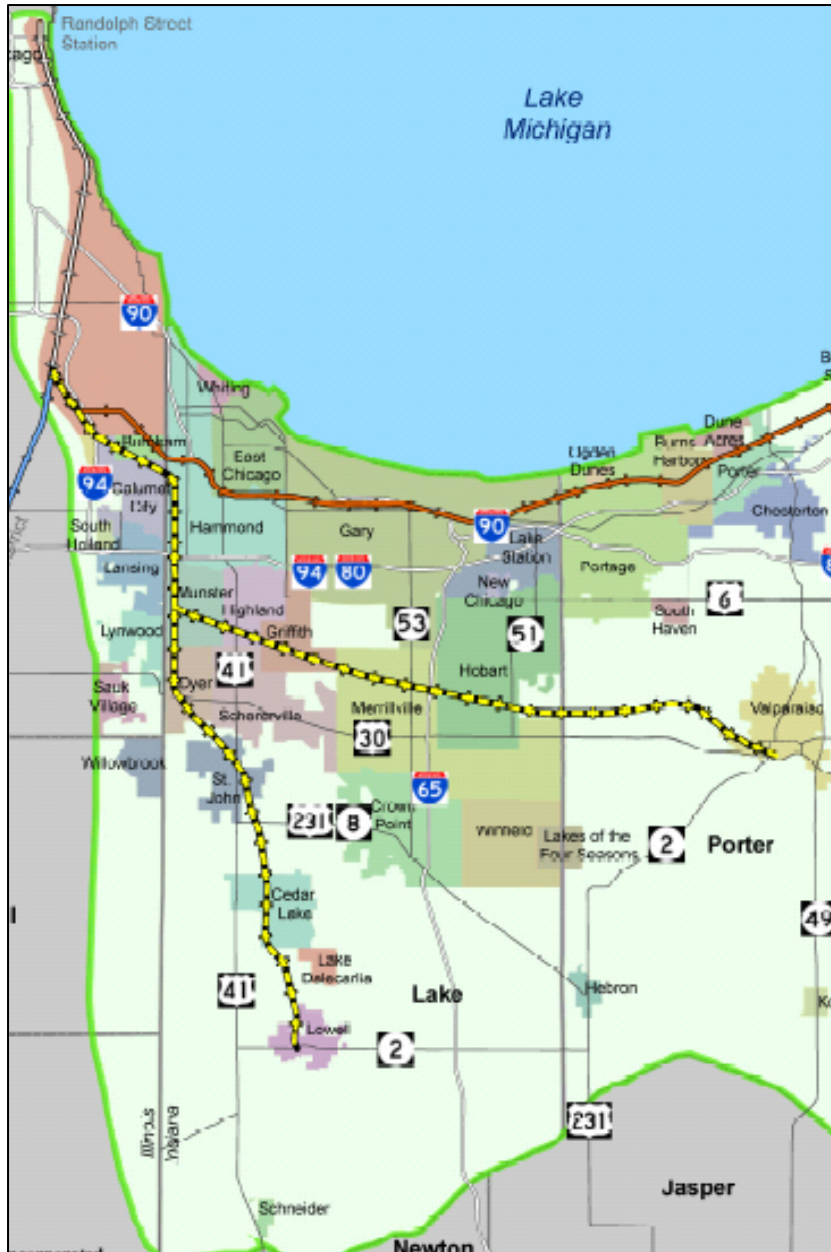


**WEST LAKE CORRIDOR RAIL SEGMENTS**

- Proposed stations ●
- Phase 1 █
- Phase 2 █

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- **Complete Project:**  
\$900 million - \$1 billion
- **Federal Funding:**  
\$500 million
- **Non-Federal Match:**  
\$500 million
- **Estimated RDA Funds:**  
\$150 million
- **Local Need: \$350 million**
- **Annual Funding Necessary:**  
\$28-\$30 million

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# **South Shore Extension: Why Act Now?**

**JOB**S in Northwest Indiana

**Diversified Economy**

**Better Access to Chicago Economy**

**Reduced Congestion and Pollution**

**Improved Quality of Life**

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# South Shore Extension: Why Act Now?

## JOB*S* in Northwest Indiana

NICTD/Policy Analytics June 2006 Study  
Over the next 25 years, extension will:

- Create more than 7,000 new jobs
- Increase disposable personal income by \$600 million

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# South Shore Extension: Why Act Now?

## Diversified Economy

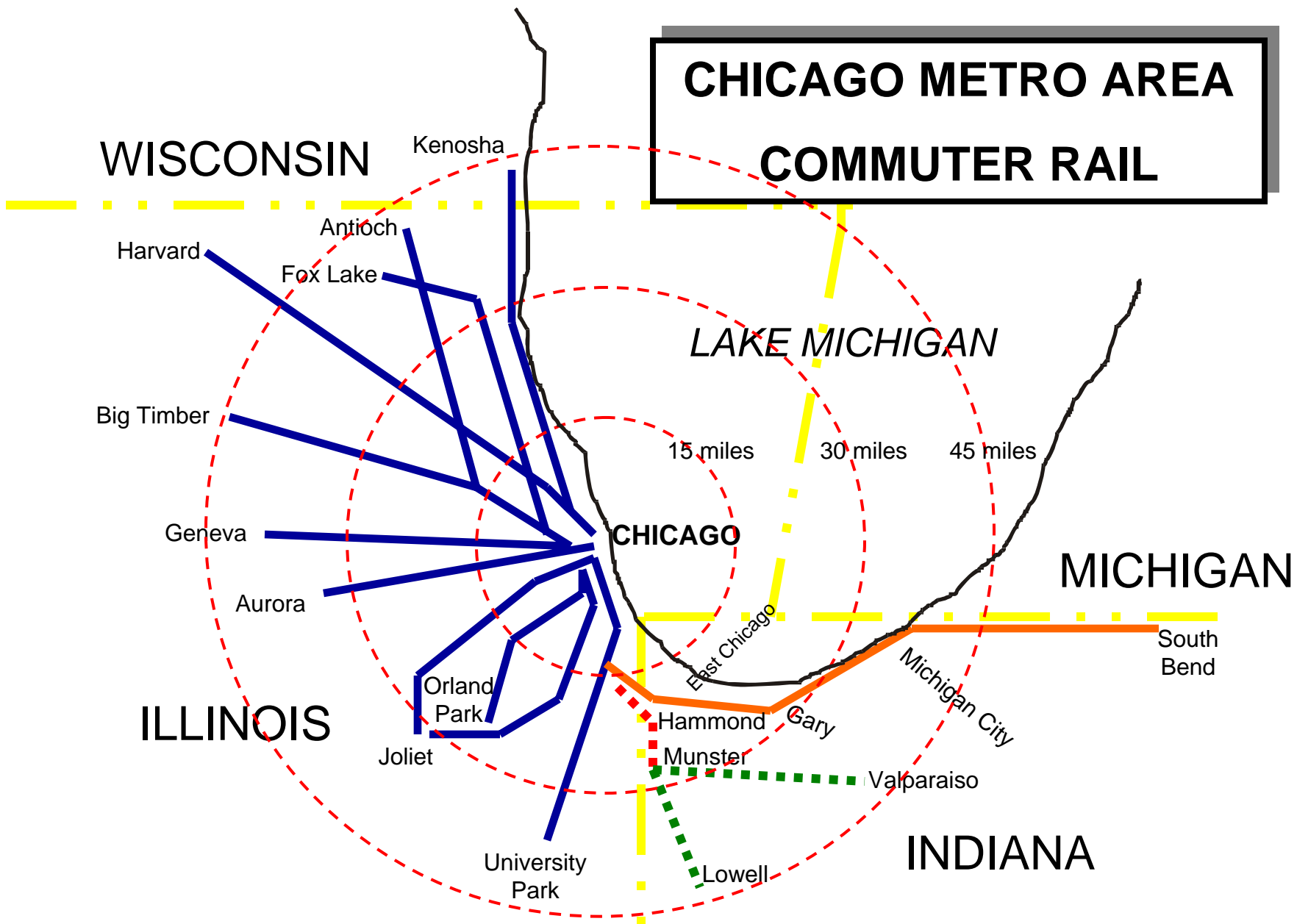
- Diversify while Steel Industry is Strong
- Expanded Commuter Rail acts as Magnet for new jobs, new economic opportunities
- New Economy workers attracted to commuter rail; quality of life issues

# South Shore Extension: Why Act Now?

## Better Access to Chicago Economy

- Downtown Chicago: \$350 billion economy, larger than Switzerland or Russia
- Downtown Chicago: 500,000 jobs, 150,000 more jobs in 1 mile than in all of Lake and Porter County
- World-class cultural and recreation opportunities

# CHICAGO METRO AREA COMMUTER RAIL



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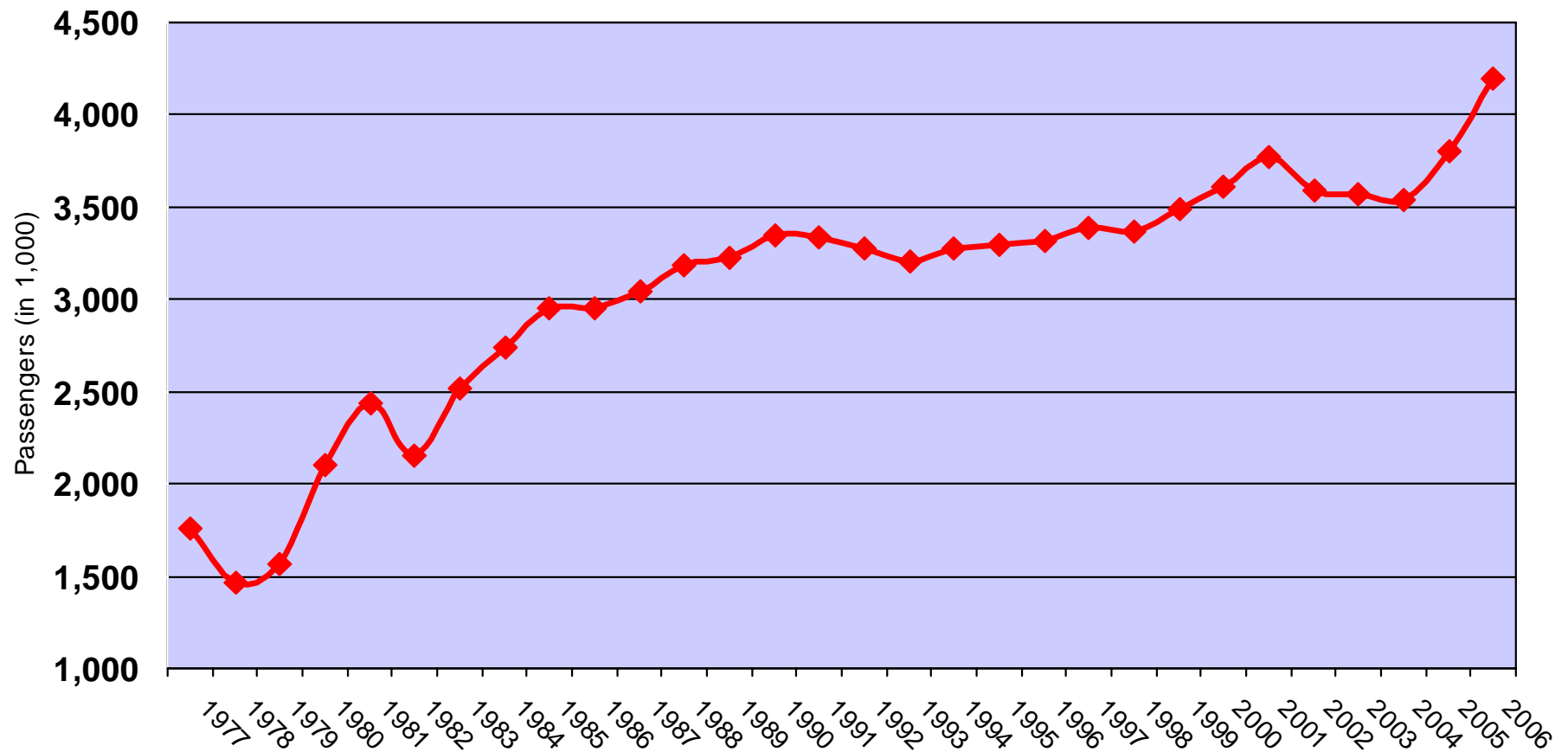


# South Shore Extension: Why Act Now?

## Increased Demand

- In 2006, ridership at its highest in 50 years, carrying over 4.2 million passengers
- South Shore 3<sup>rd</sup> fastest-growing commuter rail line in the United States, according to American Public Transportation Association

# CHANGE IN NICTD RIDERSHIP 1977-2006



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# South Shore Extension: Why Act Now?

## Strong Financial Support for Existing Line

- \$36.5 million in federal funding since mid-1990's:
  - New Rail Cars, Centralized Traffic Control System, Increased Safety and Capacity
- \$82.8 million in state funding since 2001
- \$17.5 million in RDA funding for New Commuter Train Cars

# South Shore Extension: Why Act Now?

## Strong Local Support for Extension

- In 2004, 2 Counties and 12 communities supported South Shore Extension Study with \$1.5 million Local Match:

Lake County: \$595,444

Cedar Lake: \$47,044

Griffith: \$57,364

Highland: \$41,886

Lowell: \$21,334

Munster: \$92,012

Schererville: \$43,558

Porter County: \$154,556

Dyer: \$52,958

Hammond: \$141,554

Hobart: \$73,510

Merrillville: \$86,028

St. John: \$34,176

Valparaiso: \$58,578

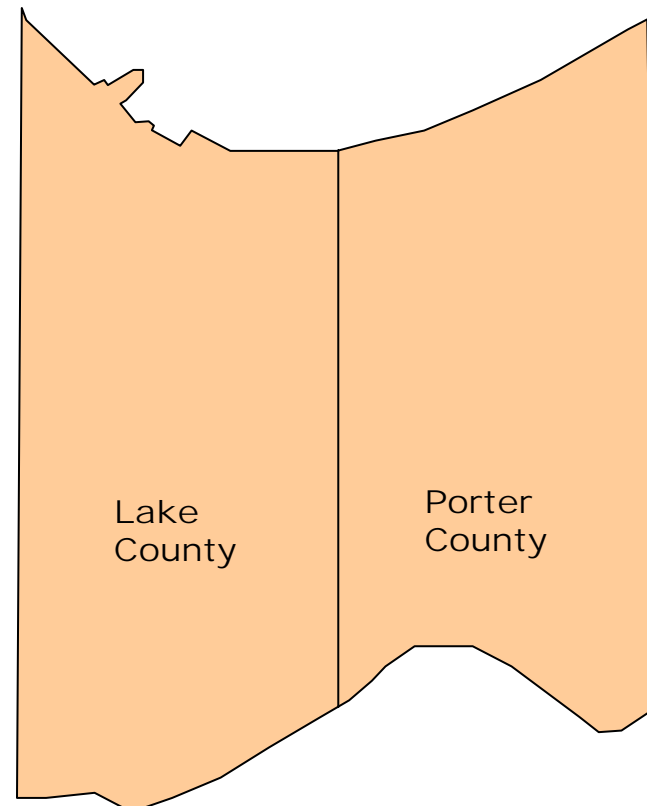
- Local Match of \$1.5 million leverages \$1.5 million in federal funds: 100% Return on Investment

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# South Shore Extension: Why Act Now?

## Regional & State Support for Extension

- In 2005, RDA Formed For major economic development projects, including South Shore Extension, Buses, Gary/Chicago Airport, Marquette Plan
- Leverage Federal Funds



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# South Shore Extension: Why Act Now?

## Strong Public Support for Extension

|  | Lake County | Porter County |
|--|-------------|---------------|
| <b>General Support for Expanding Commuter Rail Service</b> |             |               |
| <b>Total Favor:</b>  | <b>85%</b>  | <b>91%</b>    |
| <b>Total Oppose:</b>                                       | <b>9%</b>   | <b>3%</b>     |
| <b>Undecided:</b>  | <b>6%</b>   | <b>6%</b>     |
| <b>Munster to Lowell and Valpo, Includes Raising Taxes</b> |             |               |
| <b>Total Favor:</b>  | <b>73%</b>  | <b>81%</b>    |
| <b>Total Oppose:</b>                                       | <b>21%</b>  | <b>13%</b>    |
| <b>Undecided:</b>  | <b>6%</b>   | <b>6%</b>     |

*\* Poll Conducted February 2007; Poll results consistent since 2002*

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**Post-Tribune**

**THE TIMES**

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## **NWI can't wait a year on commuter rail plan**

Members of the Indiana General Assembly are heading home, apparently without having authorized a local funding source for expanded commuter rail service in Lake and Porter counties.

Although legislators gave a variety of excuses, the bottom line is that their inaction means Northwest Indiana is missing a golden opportunity that might not be there forever.

(Post-Tribune, 4/29/07)

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**Expanding rail  
service is a need,  
not an option**

(Times of Northwest Indiana, 6/17/07)

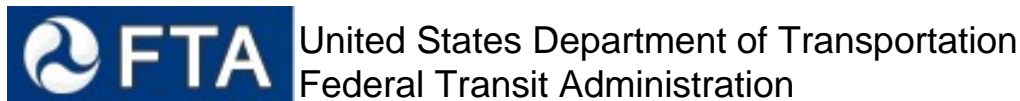
**Keep chugging away on  
commuter rail extension**

(Times of Northwest Indiana, 9/15/06)

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# Federal Process to Support Extension

- “Major Capital Investment” by U.S. Department of Transportation
- 1:1 Ratio = 100% Return on Investment
- Funded by Federal Gas Tax
- Indiana Residents Pay Gas Tax, But Do Not Receive Federal Transportation Funds because there is no local funding source
- If NWI Does Not create funding source, these NWI gas-tax dollars will be spent in other regions throughout the country



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# National Competition

## Examples of Local Investments in Public Transportation

- Maricopa County, Arizona: \$8.5 billion  
Regional Transportation Plan, including Light Rail
- Denver: \$4.7 billion  
FasTracks Commuter and Light Rail
- Alameda County, California: \$3 billion  
Mass Transit and other Transportation Investments
- New York State: \$2.9 billion  
Transportation Bond
- Sonoma County: \$470 million  
North Bay Passenger Rail

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# Part of Building a New Economy in NWI



**Building a New Economy for Everyone in Northwest Indiana**





**Building a New Economy for Everyone in Northwest Indiana**