

Burns Harbor Redevelopment Commission Minutes of Wednesday, October 12, 2016

The Redevelopment Commission of the Town of Burns Harbor, Porter County, Indiana met in its regular session on Wednesday, October 12, 2016 in the Town Hall. The meeting was called to order by Redevelopment Commission President, Marcus Rogala at 6:00 p.m.

The Pledge of Allegiance to the American Flag was recited.

Roll Call:

Commissioner (Andy) Bozak	Present
Commissioner (Toni) Biancardi	Present
Commissioner (Eric) Hull.....	Present
Commissioner (Nick) Loving.....	Present
Commissioner (Brandon) Kroft (non-voting member)...	Present
Commissioner (Marcus) Rogala	Present

Additional Officials Present

- Attorney-Clay Patton
- Communications Director-Danielle Ziulkowski
- Town Engineer-Scott Kuchta
- Tina Rongers, Consultant
- Recording Secretary-Marge Falbo

Approval of Minutes

Commissioner Hull made a motion to the approve the September 14, 2016 meeting minutes. Commissioner Biancardi seconded the motion. Commissioner Bozak–Aye, Commissioner Biancardi-Aye, Commissioner Hull–Aye, Commissioner Loving–Aye. Motion passed.

Reports

Commissioners

None

Attorney

None

RDC Engineer

None

Communications Director

Ziulkowski says as the Commission probably knows the big news, the Town of Burns Harbor’s Park Director, Kim Burton, won an award for her many years of service. Shown is a Chesterton Tribune article dated October 17, 2016.

The criteria for the award that she won asked for strong leadership, commitment to the community and at least ten years of service and, of course, she has doubled that with more than two decades. It’s a wonderful recognition for her and her work but also bodes well for the Town. As you all know too, one of the main goals we had when we began the Professional Communications Outreach and that the LWLP solidified Burn Harbor needed to build its identity. So, something like this, having such a great accolade really helps to build that identity. Kudos to Kim and the Town for having something like this in our back



pocket to help build our State-wide recognition and helps bode that identity as well. We're going to get the word out with a press release, social media, the website, the whole nine yards as usual. The only other update I have for the Commission is I worked last month on building the Economic Development's presence on the website. This was something that came from public comment past meetings so I built the page after the LWLP's collateral that they designed as I mentioned last month. So it's really a good page for potential developers, investors and stakeholders to see Burns Harbor at a glance. This page can be found under the Business and Development tab.

Duneland School Board Representative

None

Correspondence

Commissioner Rogala says we have been getting interest from Consultants in the Town since Rurode has stepped down and I'd like to pass these around for your review.

Old Business

Marquette Greenway Trail

Hull says I worked with Rongers this month and got some more information put together. I'd like to share a couple of slides so you can see where we're at. The point of this is to make sure everyone here understands exactly where we're at now and then make a decision on how and what we want to do moving forward.

The purpose of the Greenway is to connect the Tri-State area from Illinois all the way over to Michigan. There is a State and Regional Trail Priority as far as how they would lay it out, which trails are the most important ones to work on first based upon:

- what's already existing,
- which have already been done; and
- what towns are working on what sections

We are currently the missing link in between the two ends of the Trail. There is a good desire to have us continue and work on what it is that we're doing. That's how the first Phase got approved.

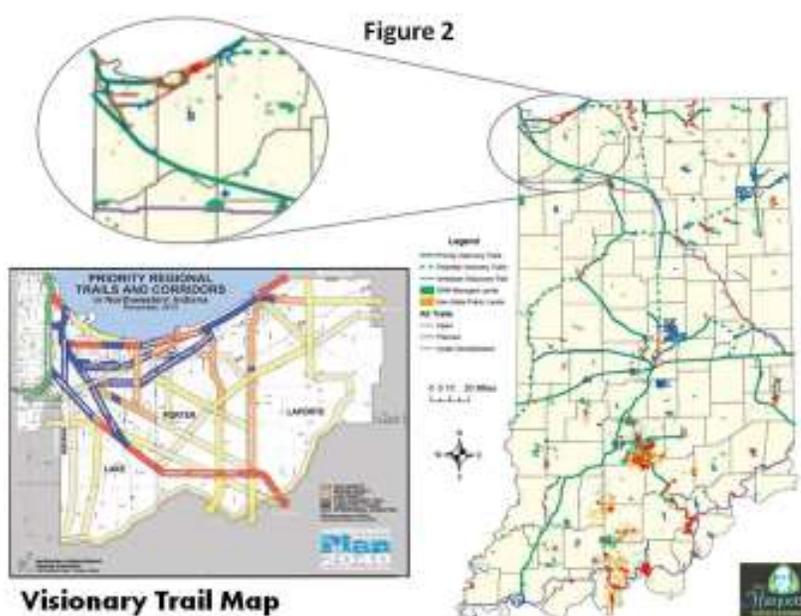
First, the trail development is a viable economic redevelopment strategy. Bascially what is does is:

- add a little bit to the community,
- it allows us to tie-in to the Trail system and
- makes it attractive for residents and people coming through the Town.

The Vision

Marquette Greenway Vision

- Connect IL, IN and MI
- State and Regional Trail Priority
- Burns Harbor section is the missing link connecting the East and West Ends of the Indiana Dunes National Lakeshore
- Trail development seen as a viable economic redevelopment strategy because it creates connectivity and amenity value in the community



The Development Opportunity

Hull says Phase I is the section that has already been approved and that runs from Babcock Road over to St. Rd. 149. Eventually, and I don't know a timeline, but Phase II will be what comes next, so that would go from St. Rd. 149 and tie us into the Trails over by Ameriplex. The purpose of it again, with the double track project that NICTD has going on right now, is to tie some of that in. This will give the ability for people to come out of Chicago to stop in Portage, get off the train and jump onto the Trail system and ride it all the way through to Michigan City. Then jump on the train and ride it back home or any point in-between. That's part of the TOD which Portage is involved in, if I understand it correctly, some of the initiatives are the Food Truck Square. This is something that would bring someone off of the Trail to come in to Town. Those are just fundamental, very basic ideas as the Trail system is completed, as it grows, we would as a Town be able to promote that and would benefit that Trail in some direction.

Marquette Greenway Development Opportunity

- Phase I funded through CMAQ (Babcock Rd to St Rd 149)
- Phase II funding being explored (St Rd 149 to Ameriplex)
- Trail will provide multimodal access to NICTD Portage/Ogden Dunes and Dune Park stations
- Transit-Oriented Development (TOD) approaches in master development initiatives such as Food Truck Square



The Implementation

Hull says, this is the part everyone wants to know about. The money. The total project is \$6.7 million. That's from beginning to end. Phase I, the part that's already been approved and we're already a part of is estimated at \$2 million. The Federal government is going to pay \$1.6 million of that and puts on the local match for \$414,000. Once it's all completed, the question is who's going to take care of it. Porter currently has a maintenance agreement and would get in with the National Park and hopefully do something very similar to what they have. There are other supporters, it's not just us. Hopefully, we would be able to tie-in with what Portage or Porter are doing. If you look at the Greenway plan on the NIRPC site, Chesterton and Porter are represented very strongly, we get a little paragraph. I think there are some more ability for us to be much more involved in that and benefit much more than just have the Trail section come through Town. They're doing a lot around the Town that is driven off of the Trail. The part I really needed answers to was the local match at \$414,000 and how is that broken down. You will see at the bottom "Phase IA Funding by Year-Local Share:

Marquette Greenway Implementation

- Total Project is estimated at \$6.7 million for design, engineering and construction
- Phase I funded through CMAQ is estimated at \$2.0 million
- Federal share is \$1.6 m
- Local match is \$414 k
- Partnership with National Park System for ownership & maintenance similar to Porter
- Other local, regional supporters are behind Burns Harbor

Marquette Total Funding by Year:					
	Total Cost Information	Federal Funds	Local Share	Year	
PE & RW Services	\$ 836,158	\$ 668,926	\$ 167,232	2017	
RW I&D	252,000	201,600	\$ 50,400	2018	
Construction & CE	5,554,155	4,443,324	\$ 1,110,831	2019	
Payments to Railroads	65,000	52,000	\$ 13,000	2019	
Other (Specify)			\$		
Total	\$ 6,707,313	\$ 5,365,850	\$ 1,341,463		
Federal Funds Requested	\$ 5,365,850				
Local Funds	\$ 1,341,463				

Marquette Phase IA Funding by Year:					
	Total Cost Information	Federal Funds	Local Share	Year	
PE & RW Services	\$ 302,582	\$ 242,066	\$ 60,516	2016	
RW I&D	15,000	12,000	\$ 3,000	2017	
Construction & CE	1,682,347	1,345,877	\$ 336,470	2018	
Payments to Railroads	65,000	52,000	\$ 13,000	2018	
Other (Specify)			\$		
Total	\$ 2,064,929	\$ 1,651,943	\$ 412,986		
Federal Funds Requested	\$ 1,651,943				
Local Funds	\$ 412,986				

In 2016, they estimate the expense at the Local Share, which is the part we care about, \$60,000 for the Engineering services. In 2017, \$3,000 is again more Engineering and Development and those types of things.

Rongers say these are the figures that were generated, the timeline is what was set in the grants and the number were plugged in at that time. Certainly, now, that we are well into 2016, the timing is going to look a little bit different than what was initially proposed in the grant. That's the template that the grant was provided.

Hull says the big one in 2018 is Construction, that actually what they estimated the cost of our portion would be \$336,470. Once everything is complete, there is a payment that goes to the railroads for \$13,000. That's where they came up with those figures and again they are subject to change.

Hull asks if there are any questions on that.

Marquette Greenway Implementation

- Total Project is estimated at \$6.7 million for design, engineering and construction
- Phase I funded through CMAQ is estimated at \$2.0 million
- Federal share is \$1.6 m
- Local match is \$414 k
- Partnership with National Park System for ownership & maintenance similar to Porter
- Other local, regional supporters are behind Burns Harbor

Marquette Total					
Funding by Year:	Total Cost Information	Federal Funds	Local Share	Year	
PE & RW Services	\$ 836,158	\$ 668,926	\$ 167,232	2017	
RW L&D	252,000	201,600	\$ 50,400	2018	
Construction & CE	5,554,155	4,443,324	\$ 1,110,831	2019	
Payments to Railroads	65,000	52,000	\$ 13,000	2019	
Other (Specify)					
Total	\$ 6,707,313	\$ 5,365,850	\$ 1,341,463		
Federal Funds Requested	\$ 5,365,850				
Local Funds	\$ 1,341,463				

Marquette Phase 1A					
Funding by Year:	Total Cost Information	Federal Funds	Local Share	Year	
PE & RW Services	\$ 302,582	\$ 242,066	\$ 60,516	2016	
RW L&D	15,000	12,000	\$ 3,000	2017	
Construction & CE	1,687,347	1,345,877	\$ 341,470	2018	
Payments to Railroads	65,000	52,000	\$ 13,000	2018	
Other (Specify)					
Total	\$ 2,069,929	\$ 1,651,943	\$ 412,986		
Federal Funds Requested	\$ 1,651,943				
Local Funds	\$ 412,986				

Loving says the only thing I would be wary of is if it looks like it's going to be one year in arrears from what's on there now, I would assume that the 2018 Construction expense will be more in 2019. Hull says that would be a good guess, I would think, but I'm not sure.

Next Steps

Hull says so what would we do if we decided to go forward with it, the next step is to give the Local Public Agency "LPA" and turn over for review to Attorney Patton and let him has a look at that. Basically, that's the contract that aligns us with the State and allows us to do business with State and receive the funding. It also opens doors to other opportunities that something if we get involved in any other projects in the future that will have to be completed. So it's just a logical step moving forward by getting into the LPA with the State it's not binding us to do anything.

Marquette Greenway Implementation

Next Steps

- LPA review and signatures
- Professional services for project implementation
- Partnership opportunities for full trail development
- Press event



Bozak asks Hull what the LPA is. Rongers answers it's the Local Public Agency. It's the contract between the Town of Burns Harbor and INDOT that would enter you into the project and that's

what's been received and been shared with you all. So we can begin that process as part of beginning the implementation of the Marquette Greenway Trail.

Hull says professional services for project implementation which we have already begun and then partnership opportunities to look for opportunities outside to help either pay for some of that portion at \$336,470 or sponsor it fully and that's where we're at.

Hull says the Press event would be to declare that we're ready to go eventually to break ground. This will be the final step when we get to that.

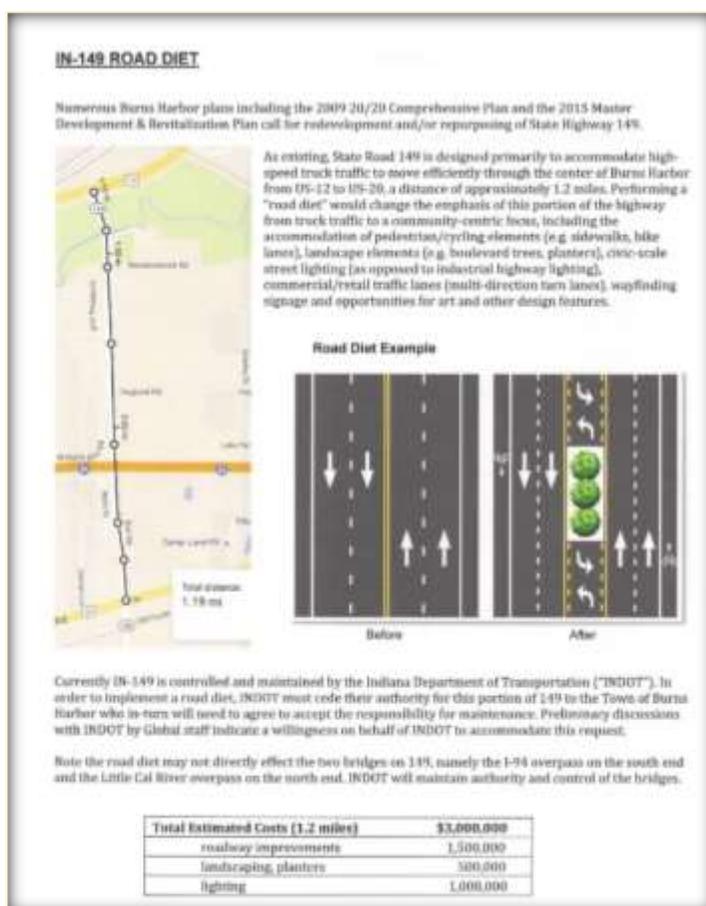
Commissioner Biancardi asks if we need to take action for Attorney Patton to look at the LPA contract. Commissioner Rogala says basically we need to discuss if that's how the Board so wishes to move then yes. Commissioner Biancardi says on the original plan. Commissioner Rogala says this is the first step. Commissioner Hull says just we understands this is the step our prior Commission got us to. The point where six months ago we should have been making some decisions, but for many reasons it's taken us this long to get here. So, the next thing is to decide what we want to do. With that I would like to make a motion to turn the LPA over to

Commissioner Hull made a motion to turn the LPA over to Attorney Patton for legal review and advise us on Phase 1A of the Marquette Greenway Trail. Commissioner Bozak seconded the motion. Commissioner Bozak-Aye, Commissioner Biancardi-Aye, Commissioner Hull-Aye, Commissioner Loving-Aye, Commissioner Rogala-Aye. Motion passed.

The next step with the Greenway Trail will be to make a decision on funding, how we want to do it, what we want to commit to, and when we want to commit. Commissioner Rogala asks who is going to be working on that. Is that something you can do as far as the funding or do we to find someone else to work on it. Commissioner Hull says no we don't need to bring in anyone else to do anything at this time, we just need to make a decision amongst ourselves. We have a rough idea of what it's going to cost over the course of the next four years. We need to decide as a Board to commit to either place some money into a budget for that, set money aside for it or however we want to do it. If we commit as a Board to do it then we have to figure out a way to pay for it. Commissioner Rogala says so we're going to be using the Financial reports we're getting because before Rurode was doing them. Commissioner Hull says, for example, if you're looking at a four-year timeline, one good idea would be to commit to \$700,000 a year, set it aside and that's what you're going to use to pay for it. However, we want to do it as a group, and I currently today don't know the best way to do that and I don't have a good enough grasp to make a motion to say yes we want to put this is the budget. We need to figure that out. We do need to discuss it so next month we can make a decision on how to do it and to prepare a budget for 2017. Commissioner Rogala asks who is going to move forward on that. Commissioner Hull says I'll do it. The Board agrees.

149 Relinquishment Update

Kuchta says I have prepared a couple of illustrations. There are two things here, one is the cost side of it. There is a note on the bottom of page 2 (see page 6) that emphasizes these are extremely preliminary cost estimates. There's about \$5000 in comparables that goes into this kind of project. But, looking at the broad numbers we're looking at main Road Diet concept illustrated on the final page of the document (see page 6). That's what we discussed in the past and would likely require relinquishment by INDOT to the LPA to Burns Harbor to maintain the road. This would change it from a highway to a local road. So, it's quite a major change because it's urbanizing the road and urbanizing the highway. These illustrations were prepared based on some similar projects that I've had experience with and these rough numbers lead to about a \$3 million cost. This would be from US 20 to US 12. INDOT requires we build highway to highway and just do ½ of



BOO + WESTPORT ROAD IMPROVEMENTS

An alternative plan considers "urbanisation" of the IN-149 frontage roads, rather than the relinquishment and "road diet" of the highway. The project includes one (1) sidewalk along the lengths of Boo and Westport Roads, respectively (sides of roads nearest to I-94), trees, lighting and new architectural fencing to meet INDOT highway standards.

Total Estimated Costs (0.45 miles)	\$3,150,000
Roadway Improvements	575,000
Architectural Fence and Landscaping	290,000
Lighting	375,000
Signalization	290,000

PLEASE NOTE: These are very general cost estimate ranges provided at a pre-design, pre-scoping project stage. These numbers have been provided merely to begin the discussions and work toward defining a specific project scope whereupon engineering estimates can be prepared.

that stretch between the two highways. It is recommended that the bridges along that route between US 12 and across I-94 would be exempt from this. We have 1.19 miles which is the actual length would be a little bit less because of the bridges.

Commissioner Rogala asks where we are in the talks with them.

Kuchta says this is what we're going to send them and that's why I'm here handing these out.

Commissioner Bozak asks would you do the same thing on the bridge, design the middle and the bike paths and everything?

Kuchta says the bridge would be a different animal and there would be a discussion about what we could do. You would not get full control over and you wouldn't want to because of the maintenance costs.

Commissioner Bozak says you have

this beautiful bike path and it all of a sudden it stops when the bridge comes-that's what I was asking.

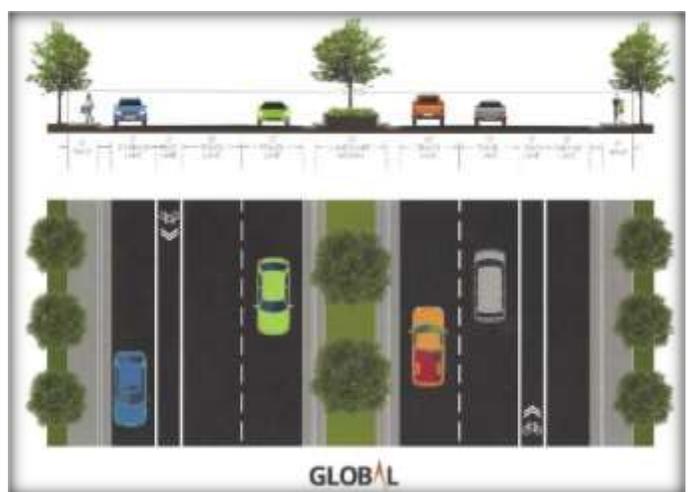
Commissioner Rogala says it would be up to them, there is an option for that. Commissioner Hull says it is my understanding, from research, that if we were to do something like that it would be our responsibility to maintain the bridge itself, the structure of the bridge and anything extra they would allow us to put on the bridge.

The illustration above is an alternative idea which would be essentially organizing the two frontage roads, and again I have to emphasize these are preliminary costs. This would avoid the whole relinquishment issue at the highway and would invest in the two roads and make those your urban road. Again, these are rough numbers, you're looking at a much lower cost primarily just because of the total length of that stretch, it's less than the full length from US 12 to US 20.

So the purpose of this document is the final two pages which gives you a visual of the current condition and the potential for what it could look like with the relinquishment, the urbanization of the road (bottom visual) and this essentially seeking approval to send it to INDOT to start the preliminary conversation.



Current



Proposed

At the previous meeting I know it was approved to being discussions with INDOT and we just want to make sure we're sending these visuals that have been endorsed by the Commission to start that preliminary conversation. Commissioner Bozak says so up until now you have not talked

to INDOT. Kuchta says we have had preliminary conversations but this will be the first deliverable for them. Commissioner Bozak says we need to know the cost up keep from INDOT because that is my biggest concern. Kuchta says absolutely and we are working on getting that to you, we understand that's probably the bigger factor that the upfront cost. Although the upfront price tag is a large number as well.

Commissioner Hull asks what was their feeling, if any, on reducing it down to one lane in either direction, like the rest of S.R. 149. Kuchta says we have not had that conversation and it would be part of the conversation we will have with them. We'll see, because I don't know if that would be reducing traffic even with the relinquishment, but we can see what they say. Commissioner Hull says the entire highway is a two-lane road until you get to the railroad tracks. Kuchta says that's a good question that illustrates the rural design standards versus the urbanized design standards. So there's different design standards for the two-land portions plus S.R.149 is in a rural area; and, of course, you have developments that are encroaching where it gets to this strange transition period where it probably should be an urbanized road for this area in the Town. You definitely want to pursue this urbanized design standard if you are looking to have your downtown in this area of the Town which would allow sidewalks, lighting and street trees. Lots of those elements are not currently allowed as the "as is" condition is pretty bare because that is basically seeking standards for veering off the highway.

Rongers says in the Master Development Plan this shift to the Road Diet in this last image is kind of what was envisioned, a boulevard-feel, to S.R. 149. This image is consistent with what the Master Plan discussed.

Commissioner Rogala ask if there are any other questions for Kuchta. There were no other questions.

Food Truck Square

Commissioner Rogala says on September 17, 2016 we had the Brews Blues and BBQs. Shown below is a Chesterton Tribune article dated September 21, 2016.



It was out biggest event. Unfortunately, a lot of our vendors backed out last minute but it ended up being really good.

Everybody liked the band.

It went well.

A really good event!



Commissioner Rogala says at our last meeting I gave everyone a list of things we needed to go over. There was a question about why we needed a shed. There are a lot of things we need to store. I had been storing things in my third car garage that I took back to the park. We need a storage unit. I don't have any prices put together right now but that was to answer that question. Also, if we are going to do the Food Truck Square again next year, which I hope we do, we need to get a schedule together real soon. I started putting things together but I need to know what everyone else is thinking about how you want to run it next year. This year was based off of how the vendors were brought in. We will be able to get more vendors to come in, so setting a date or dates would be a lot better. The library was interested in having more dates, the police department will probably want to do The Badge and You again, because that was probably our second biggest event. We don't have to discuss it now because we're running half way into this already, but I need some input from the Commission in the next few days, please. I'll start putting a schedule together so in November we can start getting them to book with us. We obviously are going to do

the Brew Fest with LeRoy's next year and that's already set. LeRoy's is super excited about that. We already have vendors that are interested in coming and that should really good event especially how the Brews Blues and BBQs went. Once I hear back from you, I'll put something together and send it out to you and go from there.

Commissioner Rogala asks if there is anything else for the Food Truck Square. There was nothing else.

New Business

SEH Proposal

Commissioner Hull says he talked to Botich and thanks him for attending tonight. I believe everyone received the proposal from SEH.

Commissioner Hull invites Botich to introduce himself and present his proposal.

My name is Dan Botich, I am a senior economic development professional with SEH of Indiana. I have worked with numerous municipalities and counties throughout Northwest Indiana and Indiana itself on redevelopment and economic development consulting.

Botich says the proposal before you, which is in a supplemental letter agreement, is to provide economic development and community development professional services typical of the services I would have provided in the past to the Town of Burns Harbor or other redevelopment commissions. It includes statutory reporting because the redevelopment commission comes under the Indiana statutes or Indiana Code 36-7-14 and there are a number of statutory filing requirements that are necessary annually from the beginning to the end of the year. So I am interested in making sure that those reports are filed either through working with the Clerk-Treasurer or working with the Board members to make sure you make your deadlines and all the information if timely filed.

I would assist in any planning efforts may they be redevelopment or economic development planning efforts as the Marquette Greenway Trail plan that you discussed this evening. Fortunately, working with SEH, we are the consultants to the City of Portage TOD study so there is that ability of working together because I have the understanding of what is happening on the Portage TOD side so that we can we can work into the Ameriplex connection to Burns Harbor. We are also working on the Ameriplex connection so it seems a good way to have us just continue that effort to continue the Trail east.

As far as working with companies in a Financial Incentivization product when a company that is existing, such as Mittal or Praxair, comes before the Town Council for a tax abatement or tax increment financing, we can assist in running those numbers, we can assist in putting together a financial package or reviewing the package that they would submit to the Town. In the case of Mittal or Praxair, how does that impact tax increment for the Town's economic development allocation.

In addition to that, assisting current staff, or assisting Rongers with any business retention, expansion or prospect, meeting that may occur or may take place at the Town Hall, or meeting with companies like Mittal, Praxair or others in the Town to see if they have any expansion opportunities. Because if you communicate with them at the onset, there may be a way to work with them to discuss that financial package upfront. So it's being more proactive rather than reactive, when necessary.

It's more related in assisting you at the implementation of your economic development plan for the Burns Harbor economic development area. And there's other special projects including if advised or authorized on the Marquette Greenway Trail plan and assisting with the LPA or other assistance you may deem necessary.

Commissioner Bozak you said you would assist with the Mittal process, but they come to the Town Council, they are represented at the RDC right now but I think it's two different entities correct? Botich says in some instances if there is a tax increment implication then it would come before the RDC.

Commissioner Hull asks if there are any other questions. There were no questions.

Commissioner Hull made a motion to accept the proposal from SEH contingent upon a change in the contract date to October 12, 2016. Commissioner Biancardi seconded the motion. Commissioner Loving-Aye, Commissioner Bozak-Aye, Commissioner Biancardi-Aye, Commissioner Hull-Aye, Commissioner Rogala-Nay. Motion passed.

Approval of Claims Register

Commissioner Biancardi made a motion to approve the Claim Register. Commissioner Bozak seconded the motion. Commissioner Bozak–Aye, Commissioner Biancardi–Aye, Commissioner Hull–Aye, Commissioner Loving–Aye, Commissioner Rogala–Aye. **Motion passed.**

Approval of Financial Report for the Months of August and September 2016

Commissioner Bozak made a motion to approve the Financial Report for the Months of August and September 2016. Commissioner Hull seconded the motion. Commissioner Biancardi–Aye, Commissioner Hull–Aye, Commissioner Loving–Aye, Commissioner Bozak–Aye, Commissioner Rogala–Aye. **Motion passed.**

Good of the Order

None.

Adjournment

Commissioner Hull made a motion to adjourn. Commissioner Biancardi seconded the motion. Commissioner Loving–Aye, Commissioner Bozak–Aye, Commissioner Biancardi–Aye, Commissioner Hull–Aye, Commissioner Rogala–Aye. **Motion passed.**

The meeting concluded at 6:55 p.m.

APPROVED on November 9, 2016

REDEVELOPMENT COMMISSION
FOR THE TOWN OF BURNS HARBOR

Marcus Rogala, President

Andrew Bozak, Vice President

Toni Biancardi

Eric Hull

Nick Loving

ATTEST:

Marge Falbo, Recording Secretary