

JOHN R. MCNAMARA, P.E., L.S.
County Surveyor
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County Engineer
WILLIAM S. SCHALLIOL, ESQ.
Executive Dir. of Economic Development
ABBY E. WILES, AICP
Executive Dir. of Area Plan Commission



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DEPARTMENT OF INFRASTRUCTURE, PLANNING & GROWTH

May 12, 2022, at 9:00 a.m.
MINUTES

REDEVELOPMENT COMMISSION

MEMBERS

Dennis Jordan

President
Board of Commissioners Appt.

Thomas Gryp

Vice-President
Council Appointment.

Jason Critchlow

Secretary
Council Appointment

Tyler Gillean

Member
Board of Commissioners Appt.

Carl Baxmeyer

Member
Board of Commissioners Appt.

Larry Beehler

Advisory Member
PHM School Corporation Appt.

Phil Garrett, Esq.

Counsel

Members present (In person): Carl Baxmeyer, Jason Critchlow, Tyler Gillean,
Dennis Jordan

Members by Zoom: Thomas Gryp

Members Absent: Larry Beehler

Staff Present: Bill Schalliol, Chris Brown, Phil Garrett, Shelley Marker

(Audio position: 0:00:04.8)

1. Meeting Called to Order
Meeting called to order at 9:00 a.m. by Dennis Jordan.
2. Approval of Minutes (Audio position: 0:00:09.5)
 - a. April 14, 2022 – Meeting of the Redevelopment Commission

Upon a motion by Jason Critchlow, seconded by Thomas Gryp and unanimously carried 5-0, the minutes from the April 14, 2022, meeting of the Redevelopment Commission was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

3. Economic Development Area Updates
 - a. General Redevelopment Commission
 - i. Budget Information (April report)
 1. Wyatt EDA – Fund 4300
 2. New Carlisle EDA – Fund 4301 (AA #2)
 3. New Carlisle EDA – Fund 4302 (AA #1)
 4. New Carlisle EDA – Fund 4303 (Special Taxing District)
 5. AM General EDA – Fund 4401
 6. Northwest Cleveland Road EDA – Fund 4402
 7. General Redevelopment Commission – Fund 4403
 8. Double Track Bond – Fund 4404

Chris Brown: In the packet you have all of the budgets for all the Fund years and the budget narrative. I like to highlight some of the larger expenses let's start with Wyatt EDA, Fund 4300 the Pierce Road extension study and we did our first comp plan payment for RDA. Moving both of those forward and there is a packet included for Pierce Road study.

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New Carlisle EDA, Fund 4302, continue with financial legal services with Project Honeysuckle move towards getting that project going.

Final expenses for the Olive Township Fire Department were paid out and met out \$650,000 obligation for that project.

New Carlisle EDA, Fund 4303, had a couple of small expenses for the Niespodziany Ditch as we look some future projects going out in IEC Site #1. Along with finalizing some of the Inwood Road/Strawberry Road bridge and culvert replacement it was around \$600,000 for that.

AM General EDA, Fund 4401, a typical Capital Ave / Dragoon Trail path which I believe is just about ready to move forward with that project. And some demolishing services regarding Area 51 near the ELMS site.

Northwest Cleveland EDA, Fund 4402, continue to work on Old Cleveland Road related to the Holladay project.

And then Fund 4403, some of the TIF reporting services that Steve Dalton typically does and then legal expenses related to some of the airport items and work with County. MACOG regarding a trail study down by Potato Creek.

- 3. a. General Redevelopment Commission
 - ii Professional Services Agreement (Audio position: 0:02:57.6)
 - 1. Compass Asset Management Contract

Bill Schalliol: Compass Asset Management is a division of Berkshire Hathaway we have worked with since 2017. They provided real-estate services for us in a variety of things different than the work that Steve Hora does for us. In case where we need to do property acquisition, we have to do relocation. If we do some of the buying in County projects, they provide some additional services for us. For example, Compass Asset Management is involved in helping us in some relocation and purchasing a property near the Juvenal Justice Center. They do work not only for the Redevelopment Commission but also for the larger County as a whole. The proposal before you today are a contract that mirrors previous contracts since 2017. It is a \$9,000 flat fee and additional costs related to land acquisition specifically either options or acquisitions. We ask for approval of this contract flat fee of \$9,000 and the additional fees are part of contracts for purchase of properties if they are involved in those acquisitions.

Upon a motion by Carl Baxmeyer, being seconded by Tyler Gillean and unanimously carried 5-0, to approve the Professional Services Agreement for a flat fee of \$9,000, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

- 3. b. New Carlisle Economic Development Area (NCEDA)
 - i. Property Acquisition
 - 1. **Resolution 2022-05** – Resolution of the St. Joseph County Redevelopment Commission Regarding the Transfer of Real Property from the Town of New Carlisle Town Council (Audio Position: 0:04:52.8)

Bill Schalliol: Resolution 2022-05 is between the Redevelopment Commission regarding the transfer of real property from the Town of New Carlisle. The Town of New Carlisle acquired a piece of property adjacent to their water treatment plant at the northwest corner of Edison and Walnut. Property was acquired as part of the St. Joe

Energy project and the property was acquired for future transfer to the Redevelopment Commission for the development of a rail corridor into the IEC. We held on doing this acquisition until we knew we needed to move forward with the development of the railroad corridor. This is the first of three properties that need to be acquired in that corridor. We should have two purchase agreement for the other two properties here within the next month or two. The property transfer here today is really a governmental transfer between two governments Town of New Carlisle Town Council and the Redevelopment Commission. The average appraised value is \$19,500.

Dennis Jordan: This is the property we talked about last two meetings?

Bill Schalliol: Yes. There is a map in the back of the packet. It is a triangle that is less than an acre in size. It was when they built the fencing for the water treatment plant along the diagonal property line in preparation for this transfer.

Jason Critchlow: When did we appraise this?

Bill Schalliol: Last fall at the same time we appraised the property north of it and reappraised the property north of that. All three properties were appraised last fall.

Phil Garrett: From a legal perspective because it is a transfer for two governmental entities, we are actually not required to have the appraisals, but we want to do it to make sure.

Jason Critchlow: How do we know what to pay?

Phil Garrett: The statue allows the government to decide the purchase price.

Jason Critchlow: Is it zoned C-Commercial?

Bill Schalliol: It is zoned I-Industrial. Less than an acre and not buildable except for this little piece of track that will go through there.

Upon a motion by Jason Critchlow, second by Tyler Gillean and unanimously carried 5-0, to approve Resolution 2022-05, for the transfer of property from Town of New Carlisle to St. Joseph County Redevelopment Commission, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

3. b. New Carlisle Economic Development Area (NCEDA)
 - ii. Professional Services Agreement
 1. IEC Core Development Area Zoning/Land Use Update – Kendig Keast Collaborative

(Audio Position: 0:08:17.4)

Shawn Klein, Infrastructure, Planning & Growth Staff: This is a propose from Kendig Keast Collaborative to develop an overlay zoning district for new development withing the Indiana Enterprise Center (IEC). This then would be adopted by The Town of New Carlisle in their Zoning Ordinance and then the County Council to the County Zoning Ordinance. The purpose of this overlay district is really to give substance in force the assurances of County offered throughout the public processes related to the IEC. Namely that it would be this aesthetically superior industrial development that really takes it to consideration protection of sensitive environmental resources, agriculture lands and it really tries to mitigate the impact of the general community. By putting this into the Zoning Ordinance will have predictable standards that developers can use and help staff when reviewing development for the IEC.

We did receive three estimates from three firms, Kendig Keast, GRW and American Structurepoint and the price of these proposals was pretty constant across the board ranging from \$16,640 to \$20,000. We believe that Kendig Keast has the most robust understanding of the project and will provide the best product for us.

Thomas Gryp: I'm not sure I understand the need for that and the cost justification. Can you go into more detail please?

Shawn Klein: The need stems from what the County promises as far as to what this development will look like. Our current development standards for the broader industrial district really doesn't speak to a lot of the things that we want to accomplish especially in regard to the IEC. In terms of immigration of impacts through heighten landscaping, building placement, trail connections, etc. You want to put this in the Zoning Ordinance so that it has the full force of the ordinance and staff can enforce it when they are reviewing the proposals. It also it was necessitated by resolutions that were passed by the County, The Town of New Carlisle, and Olive Township to development these design guidelines.

Bill Schalliol: Tom to follow up to that Resolution 2020-11 in the packet is one of the four Resolutions that was passed by the Redevelopment Commission, Board of Commissioners, The Town Council of New Carlisle, and Olive Township Board of Trustees. One of the provisions in section five specifically one of the requirements of the partnership was that we would design guidelines and standards as well as permitted use documentation. This is hitting that one point out of the nine that was agreed upon among the four parties. This one was left hanging that needed to be resolved.

Thomas Gryp: The New Carlisle Council is all on board with this?

Bill Schalliol: Yes.

Tyler Gillean: Will this be like more like the designs of the buildings we have a say in or the layout of the landscape?

Shawn Klein: It will all be part of it. There will be architectural standards, building placement standards, landscaping, screening, etc.

Upon a motion by Jason Critchlow, being seconded by Carl Baxmeyer and unanimously carried 5-0, to approve Professional Service Agreement of Kendig Keast collaborative, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

3. b. New Carlisle Economic Development Area (NCEDA)
 - ii. 2. Disposition Appraisal (56275 Snowberry Road) – Iverson Grove
 - ii. 3. Disposition Appraisal (56275 Snowberry Road) – Appraisal Services, Inc

(Audio Position: 0:13:13.8)

Bill Schalliol: The next two items relate to the disposition of property located at 56275 Snowberry Road. The Redevelopment Commission acquired on behalf of the board of Commissioners in 2020. This was originally going to be part of a realignment of the entrance corridor into the IEC. As we work with the State of Indiana on State Road 2 and Larrison improvements and others in that area. At some point this could be deemed as excess property. We do have an interested party in the property. We are required to get to disposition appraisals to dispose of property. In appraisal is from Iverson Grove in the amount of \$2,000 and the other is from Appraisal Services, Inc. in the amount of \$1,500.

Upon a motion by Dennis Jordan, seconded by Carl Baxmeyer and unanimously carried 5-0, to approve both Professional Services Agreements one for Iverson Grove in the amount of \$2,000 and the second from Appraisal Services, Inc. in the amount of \$1,500, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

3. c. St. Joseph County Economic Development Area No. 3 (AM General EDA)
 - i. Professional Services Agreement
 1. Hazard Mitigation (Ash/SR 933) and Mobility Study (N/S Corridor) – Abonmarche Consultants

(Audio Position: 0:15:00.1)

Bill Schalliol: I ask that we move item 3. C. i. 1. down the agenda as we are waiting for Senator Linda Rogers. Also, we have a family here to speak in support of this item.

3. c. ii. Project Update
 1. Pioneer Lines – Birch Road rail crossing improvement / CRISI Grant

(Audio Position: 0:15:16.3)

Bill Schalliol: In your packet is a map for the Pioneer Rail corridor. Pioneer operates the Elkhart-Western Railroad line north of McKinley. Earlier this year we have done in support of a CRISI grant improvement application that they submitted. Originally that project was going to support rail improvements at Cedar Trail and Birch Road. Pioneer, through some work they are doing in Elkhart, received some additional funding from INDOT through the rail division. They decided to improve Birch Road based on traffic they have on this line and at the intersection. They are moving ahead on their own expense on improving Birch Road. CRISI application if approved will then support improvements at Apple Road and Cedar Trail later this year or early next year. We improve in partnership with them Ash Road and Bittersweet last year, Birch Road and the other two following year so it is a win for that corridor. That is the update on Pioneer Lines.

Jason Critchlow: Bill, did we commit any money for that?

Bill Schalliol: We committed match money and I believe it was \$200,000 for the CRIS grant.

Chris Brown: Each crossing was \$125,000 for a total of \$250,000 it was budgeted for that.

Jason Critchlow: What are going to do with that money instead?

Bill Schalliol: The match money will still be available for the grant. The \$250,000 can still be spent for the two crossings. This was a third one that was going to have to be paid for by somebody. The railroad has come through on their own dime through partnership with the State to cover that. Pioneer continues to see active use of this line. They come into the County once and leave once in the course of the day. The train only moves once throughout the day but when it moves it moves about eight miles per hour.

3. d. Wyatt Economic Development Area No. 1 (Wyatt EDA)
 - i. Project Update
 1. Pierce Road Extension Project (Miami Hwy to SR 331) – Final Report

(Audio Position: 0:17:52.5)

Bill Schalliol: About two months ago and too bad Larry Beehler is not here today, because he said with any amount of money and little bit of engineering anything can be done. The study that was done on Pierce Road about a two-mile corridor is missing between SR331 and Miami Road. It has been missing since they built the road network in the other part of the County. Engineering and money can solve the problem but based on the amount of traffic and money to do the work probably not economically viable to move forward with the project. What Lawson Fischer who did the study determined the first miles is really a series of bad soil and drainage corridor. So there three different drains that go through the area through north to south so the land slops and lots of water moving through the corridor. The last mile is pretty flat so that last mile could be built but still have a mile gap in that two-mile corridor. We determined in the short term that we would do signage. As you take Pierce Road to Miami do signage that directs you up to Osborne Road, from Osborne Road east to 331 back down south to Pierce Road and help people move around that corridor. Right now when you get there you don't know what route the best way is to go.

Next year we are proposing to improve Pierce Road from the interchange at US 31 all the way to Miami. We don't know if part of the reason why traffic counts are so low is because the road is in such bad shape, so people go up to New Road or one of the other corridors. Or if people would use it and the traffic counts would be higher. There maybe an opportunity to relook at the study once we have better traffic count information on improved road section. But at this point in time the determination was it can be done there is alternative corridors in the area that could be used. There was rail corridor a little south of Pierce Road corridor there are things that can be use but at this point in time it didn't make sense to spend a lot of money to do a study that didn't seem it would make any value. Lawson Fischer has completed the study we will refund about \$32,000 back to the Wyatt EDA they didn't use the full amount of the study money. We will have that accounting in the next months budget.

Jason Critchlow: Who put us on that in the first place?

Bill Schalliol: There was a lot of conversation with Lakeville and talking about regional development with MACOG and some others. The Pierce Road corridor goes all the way just east of LaPorte all the way into Goshen. Except for this two-mile gap. You can make this corridor and then with Potato Creek Inn coming on board and others. If you are in Wakarusa or traveling SR19 that would be a logically corridor to come.

- 3 e. Northwest Cleveland Road Economic Development Area (NWCR EDA)
3. f. Honeysuckle Economic Development Area (Proposed)
 - i. **Resolution 2022-06** – Project Honeysuckle Development Agreement

(Audio Position: 0:21:38.3)

Chris Brown: Before you is a Resolution 2022-06 authorizing the approval of the Redevelopment Commission for the Project Honeysuckle Development Agreement. As a quick reminder Project Honeysuckle is a 150 mega watt solar farm that is being proposed out in Olive Township. Approximately 1,000 acres of leased property so Lightsource BP will not be a landowner of all of this, they will own a small piece that they will have to acquire for a substation for the interconnect from the solar farm onto the AEP transmission power lines. Lightsource BP is a joint venture between Lightsource and British Petroleum (BP). Current US portfolio has about 2.8 gig watts in production with up to another 20 gigawatts proposed. This project in particular would be about \$1.64 million to construct with approximately 150-200 construction jobs on that for about a year maybe a little longer than a year. Expect power generation to start in early 2024. This Development Agreement essentially controls the interaction between the County and Lightsource. It has some language regarding how we set up the EDA and codifies in legal terms what that mechanism will look like. I can go through that briefly during our small meetings. We did meet and I kind of went into more detail but essentially it would be a single user TIF, single TIF allocation area, single user EDA. The Development Agreement controls this financial incentive. Right now there is money that goes to the schools in year one, so the RDC would vote to approve a check to be written out of this TIF to the New Prairie United School Corporation. And that increases year over year by 10%.

Second piece is to allow the face value of the TIF to grow. That would be a vote for the Redevelopment Commission every year to allow 13.2% increase in the face value. TIF has face and revenue. That all goes to the underline tax units.

In year 11 the RDC will start collecting \$250,000 each year just to have infrastructure improvements if there are roads needing paving in that development area. We can also use it for inter servicing arguments throughout the New Carlisle area as well.

Whatever is left after the TIF revenue within go back to the developer as the financial incentive. That is the incentive piece of this. That is every year a certain percentage goes in. Additional in this Development Agreement you also have a Decommissioning Agreement which is required by St. Joseph County Zoning Ordinance. That codifies how it gets to the end-of-life span how we decommission and get everything out of the ground. Things are being put into the ground the farmland will have time to regenerate over the course of the 30–36-year life span. Farming but farming something different. It is farming SUN.

We have Darrin Jacobs on Zoom. Our contact with Lightsource BP if there are any questions. We are requesting approval of this Development Agreement to move this project forward.

Dennis Jordan: The \$3 million that the County would get when this transaction or agreement is reached. Does that offset the expenditures in FUND 4302 would that go to the County?

Chris Brown: There are two subsets to this. Once the Development Agreement is approved there is actually a \$250,000 professional fee and that would cover a lot of the work that is done by our legal counsel and by Phil Faccenda has been contracted to do the bond work for the Economic Development area and the TIF. It would cover those types of professional services as we move forward. The \$3 million once the project is constructed and generating power will actually go straight to the County Council. In the general fund and could be used for projects throughout the County.

Dennis Jordan: Then year 11 when RDC would get \$250,000 a year until the end. That would go into our general fund?

Chris Brown: It would go to the actual TIF. Go to the EDA not a general fund. The RDC would control the Honeysuckle TIF (what we are calling it) the money would go into that account.

Jason Critchlow: Chris, we have rescheduled our Redevelopment meetings twice. With the intention of the County Council was going to move on this Development Agreement and we would take action afterwards. This was pulled from the agenda two days ago and they have not approved this Development Agreement yet. What is the reasoning behind us taking action today?

Chris Brown: From our side and Phil can speak on this. There is no kind of order that things needed to be approved. We always envisioned to have County Council being the approving, RDC second and BOC third. There is nothing statutorily that my knowledge says we have to do it that way. I think for us once it got tabled that second time, we are looking at timelines along with Lightsource to understand, okay, how can we streamline, how can we move this project forward? Because we are getting into this area where if we delay any further, we are pushing the EDA which is a two-month process into August at that point. You really start constraining the amount of time that we have to actually to the project under construction in the fall. And Darrin can speak a little bit more about their timeline looks like. We were always on a trunk gated timeline and then with that delay the choice was made to see if we can move everything else forward so we can keep our schedule right now. Once some of the negotiations and Darrin can speak on some of the labor discussions that lead to the tabling on Tuesday. At least we are trying to move things forward as fast as we can.

Jason Critchlow: Timelines make sense. If there were changes made to this after we were to take action today.

Phil Garrett: We would have to take further action on those changes.

Jason Critchlow: From my understanding it was tabled because they were not satisfied where it stood.

Phil Garrett: I don't know if they were not satisfied with the Development Agreement or other issues related to. Changes were made to the Development Agreement we would have to reconsider to vote again on those changes.

Dennis Jordan: I did speak with the Commissioner last night I believe they intend to address this at their meeting today as well. They are moving forward for what that is worth.

Carl Baxmeyer: Addressing that today or next Tuesday.

Phil Garrett: Next Tuesday.

Jason Critchlow: I support the project, the numbers make sense. I just don't think it makes sense to take action today. If all three entities are not on agreement with the Development Agreement. I make a motion to table this until our next meeting.

A motion by Jason Critchlow, being seconded by Thomas Gryp motion carries 2-3, the motion failed, to table Resolution 2022-06 until the next meeting.

Carl Baxmeyer	Nye	Jason Critchlow	Aye
Dennis Jordan	Nye	Tyler Gillean	Nye
Thomas Gryp	Aye		

Dennis Jordan: Is there a motion to approve Resolution 2022-06, Project Honeysuckle Development Agreement?

Upon a motion by Jason Critchlow, being second by Carl Baxmeyer motion carries 4-1 the approval of Resolution 2022-06, Project Honeysuckle Development Agreement, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Nay
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

3. c. St. Joseph County Economic Development Area No. 3 (AM General EDA)
 - i. Professional Services Agreement
 1. Hazard Mitigation (Ash/SR 933) and Mobility Study (N/S Corridor) – Abonmarche Consultants

(Audio Position: 0:31:34.6)

Bill Schalliol: Before you today under the AM General Economic Development Area is a professional service proposal titled Hazard Elimination and Mobility Study for the Ash Road and Lincolnway corridor. A professional service proposal from Abonmarche Consultants that was identified within the County connection study that was completed in 2021. The County Connection study was from Capital Ave to SR19 from the railroad tracks Lincolnway area all the way north to the toll road. It was a joint County study on mobility and movement through that whole corridor. The objective of the study is to analyze mobility and safety in the Osceola area specifically consider the impacts it has associated with numerous at grade railroad crossings.

This study will carry from the Robert Young Rail Yard at Ash Road/County Line Road all the way west to Capital Avenue. The study will look at the Mishawaka crossings as well there are four crossings within the Mishawaka city limits. Between blockages, safety issues and mobility issue the concepts behind this study is to look at those key principals but to see if an overpass or underpass is needed. Look at opportunities to connect the Lincolnway

corridor using Beech Road to the US 20 bypass. When the bypass was originally built the State of Indiana bought and cleared land for an interchange at Beech and the bypass this will give an opportunity to put in an interchange at that point. The area between SR 19 / Capital Ave is a long stretch a 12 stretch of the bypass that doesn't have an interchange. It is 7 ½ miles apart it will put an interchange right at that point which is about the average space between interchanges along the bypass corridor.

We look at it as safety, mobility, and Economic Development. There is a picture at the end of the packet not that I go by every sign that Mr. G's puts out, but they are the reasonable voice of Osceola government. This was one that was up late last year when infrastructure money was coming out. It just points to the fact that there is a lot of interest and conversation about this.

Tuesday night there was a conversation at the Town Council meeting in Osceola about working with Norfolk Southern to close the crossing at Chestnut Street. There is conversation taking place in the town of Osceola about mobility and safety in that corridor.

The study is timely of the Comprehensive Plan, mobility standard point and really feeds into the Comprehensive Plan. Much like the Pierce Road study we had to do to decide if it made sense to spend a lot of time and energy on something. This will help the conversation about overpasses, under passes and connectivity to the bypass.

We don't typically allow testimony and those in favor to speak on a matter. This one is a little different based on a historical perspective of this area. Senator Rogers is with us today and has been a driving force to have some conversation about this corridor and if the Redevelopment Commission would entertain her comments, it would be appreciated.

(Audio position: 0:36:06.8)

Upon a motion by Jason Critchlow, being second by Carl Baxmeyer and unanimously carried 5-0, to allow public comment from Senator Linda Rogers and the Frankie Reeves Family, was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

Linda Rogers, 14770 Lindy Drive, Granger, IN 46530: I represent senate district number 11. As a Senator my job is to advocate for the people in the community. The great folks in Osceola have contacted me and have met with them on multiple occasions to discuss what is going on in Osceola. There are very dangerous conditions going on. If you travel that road frequently you understand it. You have a main thorough fare between Mishawaka and Elkhart that parallels with a number of railroad tracks well over 100 trains go back and forth every day. Not only do they go back and forth they will stop and block almost every intersection. You are left with going between Mishawaka or you have to go to Elkhart to get through. And think about if someone has a medical emergency and suffers from cardiac arrest. When minutes count and they can not cross that track there could be a loss of life.

We also have people that want to cross the track for school and work and unfortunately, we had a terrible tragedy happen. We lost a great young man all he wanted to do was to go to work and be there on time. I have spoken very often to the Reeves family who suffered this terrible tragedy as well as the Community that is supporting them in their grief, which will never go away. We have to keep in mind it's not "if this tragedy will happen again" but "when". So, we as a community really need to work together to see if we can solve this problem.

I can't tell you how much I appreciate Bill Schalliol's work in this and he has been wonderful. I reached out to Abonmarche because I think it is important to know is there any opportunity to do something. As we work together and realize that a study would be the first step in finding a solution. I know the Reeves family is here today, I don't know if you want to give them a minute to speak in support.

I urge your support of this study to see if we can find a solution to this. Really significant problem that faces our entire County. Thank you so much for the opportunity.

Dennis Jordan: If you would like to make a few comments.

(Audio Position: 0:38:52.7)

Frank & Stacy Reeves, 57885 Apple Road, Osceola, IN 46561: I have a small story that I would like to read. I am Stacy, Frankie's mom.

Frankie was born at 11:11 a.m. on Saturday, June 17, 1995. He was a perfect baby boy weighing in at 6 lbs. 12 ounces and 20 ¼ inches long. This was one of the most exciting and scariest days of our lives. Following right behind him at 11:15 a.m. was his twin sister Heather.

On the morning of September 05, 2018, at the age of 23 our boy was taken from us at 4:27 a.m. On that horrible morning about 4:50 a.m. I was still sleeping when a message went off on my phone. It was one of wives of Frankie's friend and co-worker. She wanted to know if there was a number to reach Frankie. He wasn't at work, and it wasn't like him to be late. I tried to call his phone no answer, so I checked his location and it showed he was up and awake around 4:00 a.m. I then message the friend told them he was up and probably just running late to let me know if they hear from him. About 15 minutes later she messaged me again letting me know he still had not made it to work. Told her I was going to his house to check on him.

On my way there, there were a lot of police, fire trucks and EMT's right past the County Line and it was blocked. I thought there was an accident on the road. I was really knowing that he did not take that route. When I drove down the hill at his house, his truck was gone, and the porch light was on. My heart sank at that minute and instant anxiety. I called his Dad at work to let him know I had a bad feeling. Said a couple of Frankie's co-workers had also called him that morning. He was leaving work and coming right home. I let him know there was an accident on Lincolnway, but Frankie didn't go that way. Frankie took Mishawaka Road home and when he saw the train stopped, he knew it wasn't good.

By this time about 5:30 a.m. several of us were at the Ash Road and Lincolnway gas station talking to an officer. He couldn't confirm a name, but he can confirm it was a black F150 that had been hit. Exactly what our boy drove. We were told to go home and wait for an officer to come if it was him.

By this time our yard was full of people, friends, family, and co-workers. Police came around at 8:30 a.m. to confirm. I cannot tell you anything that happen that day or very long time after. Our hearts had been shattered to a million pieces. Something we thought would never happen to our family. Stuff never happens to us only to others.

We later found out that had been an early bird train going into the yard. It had left Chicago before it was scheduled to, so it traveled 15 miles per hour all the way and had every crossing in Osceola blocked for over 20 minutes. Frankie's friends who also go to work early saw him going through Osceola to see if there was a clear track. As soon as the train finally cleared Frankie made a horrible split-second decision to get around the gates not seeing another train traveling 60 miles per hour. That train hit him, and his truck blew out we would never ever see our son again.

Frankie was a very friendly, outgoing, loveable, and hard-working guy. He worked at Osceola Hardware at 16 years old and went onto work at Forest River. The boy was not afraid to work he had already purchased his first house at the age of 20 and was saving for a house on the river. Frankie loved his family and friends and was not afraid to say so or give his big arm pit hugs. He loved his older sister Whitney and her husband and was excited to meet his first niece in December. He also, spent a lot of time with his twin sister Heather and her husband. Frankie had so many friends, he loved everyone. He was friends with them all. He literally knew the whole town of Osceola. And if he didn't know you, he would introduce himself and start a conversation.

The moral of my story is, we have lived in Osceola for 26 years. The slow train once stop train every crossing in Osceola blocked for hours has only gotten worse. I truly believe have there been an overpass or an underpass that day my son would still be with us. Let's not let this story happen to another family. Thank you for listening.

Dennis Jordan: I take Lincolnway everyday there has been an increased number of trains that have stopped. I've noticed it several times a week when coming and going. And it is not unusually for a stopped train to get pass by another train moving at a high rate of speed. Like everyone including your son, I'll try and pick the road that I can get across because the train has not reached it. I'm quite sadden, and it is not an unusual occurrence.

Jason Critchlow: Has it gotten worse? And do we know why?

Bill Schalliol: A lot of it is the increase in rail traffic. It is the major yard between Chicago and the separation yard. I would say if we were in Elkhart County having this conversation, they would say that the rail into the yard on the east side is probably bad as it every has been. This is something that will not go away. As rail traffic is more active it will probably be a higher issue for the corridor.

Tyler Gillean: How quickly can this study be done?

Bill Schalliol: This study they estimate that it will take three to four months to complete the high-level study. We are at a time now where there is just unprecedented levels infrastructure money on the table. So if there is ever funding this would be the time to go after some of that money. We have had conversations with Norfolk Southern they are very excited about being a partner of the study, City of Mishawaka to be a member of this study as is Osceola. This is an opportunity to get a lot of people to the table to talk about this.

Reason we selected Abonmarche not only did they do the County Connect study they have the remaining Engineer that was involved in the bypass design working for them Roger Nawort. Roger was involved and designed the interchange. There was a lot of reasons why we selected Abonmarche as the consultant. We feel this is a very timely study to get done.

Jason Critchlow: I don't have data, but I have friends that live up there. There seems to be a lot of new housing construction in that Mishawaka, Osceola grid.

Bill Schalliol: A lot of growth in the Jimtown area and industrial development in that area.

Jason Critchlow: This could get worse.

Bill Schalliol: Yes. And in doing something here with an overpass or underpass or whatever ends up being the determination could be a huge win for development in that whole region.

Chris Brown: Reducing the interaction with train and car.

Stacy Reeves: I also forgot to mention I do have a petition of over 1,500 signatures.

Jason Critchlow: Senator Rogers, I assume then you would be taking that message to the state to talk about what ever state funding might be possible?

Linda Rogers: Exactly. We have to work together as a community on the local and national level to see as Bill indicated, this is the time we need to be proactive. Look at what is feasible and at that point we can work on securing funding.

Chris Brown: I believe there has been quite the influx in CRISI. I assume that would be the kind of grant we would be going for from a federal standpoint. They have a huge influx of CARES Act and some of the federal legislation.

Dennis Jordan: I see the information, but I don't see a resolution.

Bill Schalliol: There should be an Abonmarche proposal. The total amount of this study is \$72,000.

Upon a motion by Jason Critchlow, being seconded by Tyler Gillean and unanimously carried 5-0, to approve the hazard Mitigation (Ash/SR933) and Mobility Study (N/S Corridor), was approved.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

4. Additional Business

a. Lakeville/North Liberty - State Road 4 Trail Feasibility Study – Project Update

(Audio Position: 0:50:23.8)

Bill Schalliol: The Redevelopment Commission and MACOG partnered financially to do a study for a trail in this corridor. DLZ was selected to do that work and the scoping meeting on Monday for this project. The trail project will be looked at really in two pieces. From North Liberty to Potato Creek and then Potato Creek to Lakeville. They anticipate it will be done in three months which will put us in perfect timing to apply for next levels trail grant. The county had not applied for next levels trails grant in the last grant cycle. As we were encouraged to do that application this fall with the upcoming round with utilities being installed at the Potato Creek Inn by the State. Their support of the trail between North Liberty and the Inn.

5. Public Comment (3-minute limit)

(Audio Position: 0:52:12.8)

Debra Durall, 21677 Auten Road, South Bend, IN: Coming today with two pieces of information. Number one I just wanted to say my son is out in Denver and sends me these little cards with jokes and drawings on the back. I thought I would share this one today. How do you organize earth? You plant it.

With starting with that I also wanted to share that I received information from Hoosier Environmental Council. A hole has just been completed in Indiana. About public preferences regarding the environment. I can forward this to those of you have not received this yet and I know some of you are very good at poling different kinds of information. You can check the quality of this pole.

Some of the main points are, 92% of Hoosiers say issues involving protective fish and wildlife habitat, lakes, streams, rivers, and wetlands are an important priority to them personally. This sentiment is shared by 86% of Republicans and 97% of Democrats. Hoosiers believe that protecting water habitats is more important than landowner and developer rights. By a near four to one margin Hoosiers prioritize protecting water sources and habitats over protecting landowner and developer rights.

We can say water protections are unpopular across party lines. Nearly three quarters 72% of Hoosiers would have a less favorable impression of a state legislator who voted to relax wetland protections including strong majorities Republics 64%, Independents 63%, and Democrats 86%. Votes want space rules and standards to protect Indiana's remaining wetlands. Three quarters of Hoosiers support the states wetland task force based on new wetland rules and standards.

Many of you know we have Matt Meersman on the wetland task force, and we have been advocating to have him and possibly Jen Tank to come and make a presentation on the work they are doing on behalf of St. Joseph County.

6. Adjournment

(Audio Position: 0:55:37.6)

Upon a motion by Jason Critchlow, being seconded by Tyler Gillean and unanimously carried 5-0, for adjournment of the Redevelopment Commission meeting at 9:56 a.m.

Carl Baxmeyer	Aye	Jason Critchlow	Aye
Dennis Jordan	Aye	Tyler Gillean	Aye
Thomas Gryp	Aye		

Next Meeting Date: June 14, 2022, at 9:00 am

The Title VI Coordinator has made available at this meeting/hearing a voluntary Public Involvement Survey to collect demographic data to monitor and demonstrate St. Joseph County's compliance with its non-discrimination obligations under Title VI and Federal Regulation 23CFR 200.9(b)(4), and more importantly, ensure that affected communities and interested persons are provided equal access to public involvement. Compliance is voluntary. However, in order to demonstrate compliance with the federal regulation, the information requested must be documented when provided. It will not be used for any other purpose, except to show that those who are affected or have an interest in proceedings, or the proposed project have been given an opportunity to provide input throughout the process.