

August 15, 2022, Regular Meeting Minutes
HOBART REDEVELOPMENT COMMISSION

President Carla Houck called the August 15, 2022, regular meeting of the Redevelopment Commission (RDC) to order at 8:30 a.m. The meeting was held in the City Council Chambers at City Hall, and also via Zoom with the public issued a dial-in number to allow listening and participation capabilities. The Pledge of Allegiance was recited. Members present: Carla Houck, Shawn Kelly, Marsha Plesac, Matthew Claussen, Pam Broadaway (*arrived during New Business*) and Stuart Schultz. Also present: Beth Jacobson, Director of Development; Ryan Cook, RDC Attorney; Heather McCarthy, City Attorney; Jake Dammarell, Butler Fairman & Seufert (BF&S); Andrea Langille, BF&S (*via Zoom*); Jessica Nix, BF&S (*via Zoom*); Brian Snedecor, Mayor; Deborah Longer, Clerk-Treasurer; Phil Gralik, City Engineer; and Dawn Hostetler, RDC Recording Secretary.

Under **Approval of Agenda**, Ms. Houck stated that City Engineer Phil Gralik has requested the addition of the **US 30 & Colorado Street Federal Safety Project Update** to the agenda. A motion was made by Mr. Claussen to approve the agenda as amended; seconded by Mr. Kelly. All ayes; motion carried. (4-0)

Regarding the **Minutes of July 25, 2022, Special Meeting**, a motion was made by Ms. Plesac to approve the July 25, 2022, Special Meeting minutes as presented; seconded by Mr. Kelly. All ayes; motion carried. (4-0)

Regarding the **Treasurer's Report**, the July investment statements for Fund 4445 (*formerly 406*) and Fund 4450 (*formerly 410*), plus the most current fund & appropriation reports for Fund 4445, Fund 4450, Fund 4455 (*formerly 412*), and Fund 2527 (*formerly 250*) were distributed in the RDC meeting packet. There were no questions or comments.

There was no **Old Business**.

Under **New Business**, the first item discussed was the **US 30 & Colorado Street Federal Safety Project Update**. Mr. Gralik stated that this project is a federal aid project that has been under design since 2014, and all the necessary right-of-way has been purchased. He said the project was let by INDOT last week and the bids came in at \$3.6 million, which is double the original engineer's estimate of \$1.76 million. He stated that last week, INDOT informed Charles Bradsky, Transportation Projects Manager at the Northwestern Indiana Regional Planning Commission's (NIRPC), that the project is unawardable and will need to be rebid. Mr. Gralik stated that because INDOT made an error by not putting the project in the Transportation Improvement Plan (TIP), it was unable to be bid this past spring. Therefore, INDOT had to delay the bid until August and allowed NIRPC to extend the funds until October 25, 2022. He explained that the problem with INDOT declaring the project unawardable at this time is that it cannot be rebid in time to meet the October 25th funding deadline, so the City and NIRPC will lose over \$2 million in federal funds. If that were to happen, this project would get pushed out until 2027 or 2028. Mr. Gralik said he will be asking the Mayor to reach out to INDOT, as Mr. Bradsky has already done, to see if they are willing to reconsider their decision. He pointed out that one of the issues with INDOT declaring the project unawardable is that they are comparing the bids to an old engineer's estimate instead of the most current one. He said INDOT indicated that the bids are 46% over the engineer's estimate, but it is actually about 20% over the most current estimate. Mr. Gralik said he is trying to get INDOT to extend the expiration date of the

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federal funds since they caused part of this issue due to an error on their part. He said essentially, the project cost is now \$3.6 million, and the City needs to come up with additional funds to pay for it. He indicated that Mr. Bradsky sent an email to INDOT stating that NIRPC will find a way to cover the additional cost of the project if INDOT reverses their decision and awards the project. He said this would be beneficial because the City would only have to come up with 10% of the project cost, which is around \$360,000. He stated that if INDOT is willing to go ahead and award the project, the City will be invoiced for those funds, which are due to INDOT within 30 days of the invoice once the contract is awarded.

Ms. Jacobson stated that the initial plan was to pay the local match for this project using US 30 & 69th Avenue TIF funds since it is within the boundaries of this district. However, due to the project cost increase, there are not sufficient funds in this TIF to pay the local match within the timeframe needed. She said Randy Rompola of Barnes & Thornburg informed her and Clerk-Treasurer Deborah Longer in a phone call last Friday that the RDC can borrow money from the downtown TIF district to pay the local match, then pay it back on a schedule that makes sense for the Commission. Ms. Jacobson stated that Ms. Longer and Attorney Cook worked on a resolution to that effect over the weekend; however, it is not ready for the RDC to take action on since a final figure has not yet been received. She asked Mr. Gralik to keep her and the Commission informed as to what transpires with INDOT and NIRPC. She said if the RDC is agreeable, the resolution will likely be presented at the September 19th RDC meeting. Ms. Houck indicated that she is agreeable as long as it will not impact or delay any projects that may be planned for the Downtown TIF. Ms. Jacobson said it will not impact the debt obligation payment schedule, and there are no major projects that are immediately planned within this TIF district. She noted that the upcoming dumpster enclosure construction is a smaller scale project and will not be affected by this borrowing arrangement.

Ms. Houck indicated that her understanding of Mr. Gralik's overview is that this project was delayed because of an error caused by the same agency that is not giving the City a break, so the City is essentially paying for that agency's mistake. Mr. Gralik noted that if the City loses the federal funding for this project, INDOT will get to keep it. Mr. Claussen asked what portion of the project is attributed to the increase. Mr. Gralik stated that the scope of the project has not changed and the cost increase is mostly due to inflation. Mr. Claussen noted that the design is complete and the engineering costs have been paid. He asked if he was correct in saying that the increase is in the cost of labor and material. Mr. Gralik said the increase is for all the constructions costs including the contractor, asphalt, new signal and poles, etc. Mr. Claussen said his concern is that the cost of material could come back down just as lumber did after skyrocketing during the pandemic. Mr. Gralik said all the information he has garnered indicates that prices are expected to continue to rise. He said he thinks there will be some decline, but not within the next couple of years. Mr. Claussen said he thinks the City may need to reprioritize some of its projects since this project has doubled in cost. He questioned the value of tax payer dollars spent to the benefit of the development itself. Mr. Gralik said Colorado Street will be redesigned with a dual left-turn lane and concrete medians to prevent left-turns in and out of the frontage road by the Xfinity store. He explained that there are many aspects of this project that involve safety, which is why it qualifies for 90% federal funding. He stated that NIRPC is able to provide additional funding for this project because it was originally intended to be used toward a different project in another community that was supposed to be bid in fiscal year 2023,

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but is not going to be. He said he does not know what community or the scale of the project, but NIRPC now has to reallocate those funds to another project. Mr. Claussen asked if the maximum out-of-pocket expense to the RDC would be \$360,000 if everything works out in the City's favor. Mr. Gralik said that is correct; it is 10% of the total project cost. Mr. Claussen asked if there was some way for the RDC to protect itself by not committing too deeply into this project that could end up costing the City \$2 million if the NIRPC funds fall through. Mr. Gralik indicated that the only recourse is to persuade INDOT to award the project now or extend the expiration date of the funds. Mr. Claussen noted that if inflation is the reason the cost of this project increased, then it will also affect every municipal infrastructure project across the country.

Mayor Snedecor stated that he appreciates Mr. Claussen's logic about the cost of material potentially decreasing in the future. However, he explained that supply and demand will continue to be an issue and high prices will likely remain through 2024 when the deadline to spend the awarded American Rescue Plan Act (ARPA) funds expires. He said the engineering is already done, and if the project is delayed too long, it would need to be reengineered. Mr. Claussen asked if it would be beneficial for the Commission to pass a resolution or put something in writing to INDOT to express how their decision regarding this project would affect the RDC. Mr. Gralik said that may be helpful, but there will likely be a conclusion to this issue before a resolution could be prepared and approved. Mr. Claussen said he wants INDOT to understand how important this is to the Commission and the City. Mr. Gralik said he could email INDOT today to express those sentiments and explain that the RDC will come up with the additional maximum funds because the City really needs to have this project happen. Ms. Houck said she entrusts Ms. Jacobson to plead this case on the RDC's behalf. Ms. Jacobson asked if a motion is needed. Attorney Cook said he would encourage one. A motion was made by Mr. Claussen to authorize Ms. Jacobson to draft an email to INDOT expressing the impact that not awarding this project would have on the RDC; seconded by Ms. Plesac. All ayes; motion carried. (5-0)

Regarding the **TRAX Project – Status Report**, Mr. Gralik stated that a conference call was held last week with INDOT and American Structurepoint, at which time, INDOT indicated they would like to bid the project as it is currently designed with a 4-lane substructure and 2-lane superstructure. He said although the estimated cost of this project has increased, INDOT believes that Canadian National (CN) Railway will provide the cost difference. He noted that by law, CN is required to contribute 5% of the project cost, which is \$515,000. If the City opted to reduce the foundation design from a 4-lane substructure to a 2-lane substructure, it would result in a savings of approximately \$600,000. He said INDOT intends to approach CN to find out how much they are willing to contribute. Mr. Gralik stated that INDOT also wants the City to apply for another grant that is available for grade crossing elimination projects, which would delay the project if awarded, but would lower the cost of the local match. He said Structurepoint and INDOT will complete the application on behalf of the City, which will be presented to the Commission for approval. He indicated that INDOT does not want to go that route, but wants to have a backup plan in case the TRAX bids come in significantly higher than the cost estimate and the project is not awardable. The TRAX grant program requires 27% local match funding, whereas this other grade crossing elimination grant would pay 80% of the construction costs and

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require 20% local match funding. Mr. Claussen stressed the importance of building this overpass right the first time.

The next item of business was the **61st Avenue & Marcella Boulevard Roundabout Design Update – BF&S**. Mr. Dammarell stated that work is progressing on the overall design of this roundabout and is now at a point where discussions regarding the center landscape have begun. He said BF&S and City staff have vetted a few different concepts and have reached a decision on one that is believed to be the right direction to move forward with. Ms. Langille reported that the project is going as expected for a federal aid project. She said BF&S submitted final design plans for final review in mid-July and should be hearing back from INDOT soon. She stated that there are eight parcels of right-of-way that need to be acquired, and offers are out on all of them. She indicated that only one parcel is secured so far, but negotiations are going well. Ms. Langille stated that there are some concerns about how the businesses in the area are going to operate and there are signs that will need to be relocated, which will require a little more effort to work through those issues. She said the project is going smooth so far and is on track for the February 2023 letting.

Ms. Nix introduced herself as a landscape architect with BF&S. She said she has been discussing different design ideas and options with Ms. Jacobson and Parks Director Kelly Goodpaster in regards to the center of the roundabout. She stated that the final design stage is approaching; therefore, materials need to be selected and details need to be finalized. Ms. Nix presented an aerial view AutoCAD layout of the proposed roundabout and pointed out two decorative half walls to be built in the center. She noted that the Hobart gateway sign will be relocated from its existing location further east on 61st Avenue to the center of this roundabout. She said there are two gas lines running along the southern portion of the roundabout, which posed some design challenges in regard to the position of the hardscape elements and the type of landscape material to be used. She explained that there needs to be adequate space between the pipes and the location of the decorative walls and the gateway sign because they require a deeper foundation, which is why the design is asymmetric. Ms. Nix presented a 3-D rendering to show what the walls and gateway sign would look like. She said there will be some taller grasses and shrubs on the south side to balance out the hardscape on the north side of the roundabout. She indicated that there will be a slight grade slope up to the bottom edge of the outer wall, which will also act as a retaining wall. She said the shorter, inner wall will be freestanding. She noted that the rendering is only meant to provide a visualization of the hardscape design and does not show what the proposed topography will look like. Regarding some of the possible materials for the walls, Ms. Nix said one option is to use 2-foot wide limestone blocks identical to the center retaining walls at the existing roundabouts at 61st Avenue and Wisconsin Street, and 69th Avenue and Colorado Street. She indicated that another proposed option is to use prefabricated modular blocks, which are commonly used in retaining wall designs. She said this option is less labor intensive and requires less material, which is advantageous if any future replacement is needed. She noted that the limestone blocks are custom designed and fabricated resulting in long lead times and expensive replacements. Additionally, the limestone walls require a minimum 3-foot foundation, whereas the modular block wall system only requires a 12-inch stone setting bed. Ms. Nix displayed an image of the existing roundabout wall at 61st Avenue and Wisconsin Street and pointed out that the limestone blocks that comprise the wall are 1-foot tall by 2-1/2 feet wide with a 6-inch capstone and no height difference. She called attention to a rendering, which shows

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that both proposed walls for the Marcella roundabout will have the highest point in the middle, then slope down toward each end to gradually meet the finished grade. She then displayed a rendering that shows what the slope would look like if limestone blocks were used instead. She pointed out that the transition would not be as smooth due to the height difference between the limestone blocks and the modular blocks. Additionally, the capstone would need to be doubled up in certain sections in order to achieve the gradual slope desired. Ms. Nix said she, Ms. Jacobson, and Ms. Goodpaster agreed that the softer transition of the modular blocks was more appealing than the more drastic drop of the limestone blocks. Mr. Claussen asked what the cost difference is. Ms. Nix indicated that she does not have an exact cost estimate yet, but from her experience, she thinks the modular block walls will be more cost-effective. Ms. Houck said the design looks great, and it sounds like BF&S has been coordinating with Ms. Jacobson and Ms. Goodpaster to ensure everyone is on the same page. Ms. Jacobson noted that BF&S has done a good job of creatively working around the design constraints.

Ms. Houck said she wanted to follow up and make sure that the City Engineer is exploring the feasibility of extending 60th Avenue as an access road for the residents along 61st Avenue just north of the proposed roundabout. Mayor Snedecor stated that Mr. Gralik indicated that he looked into it, but there was an issue due to the proximity to Turkey Creek. Ms. Houck said Mr. Gralik initially misinterpreted the request, but there was clarification at the last meeting. She indicated that the creek should not be an obstacle because the road would not need to extend that far to the west. She explained that upon discussing this project at a previous RDC meeting, several homeowners voiced concerns regarding access to their properties once this roundabout is built. She said that during this initial meeting when those residents were present, Ms. Plesac had proposed the extension of 60th Avenue as somewhat of an alley for them to safely access their properties. She noted that the Commission has been trying to pursue this idea ever since. Mayor Snedecor stated that many of those properties back up to the creek. He asked if the thinking is to dedicate land to put an access road through their property. Ms. Houck said she does not know what the project would entail until an engineer inspects the site to determine what is viable. She stated that she believes these residents have a reasonable request. She said if it is not feasible, she wants to be able to say that the City explored every option possible to address their concerns, and she does not feel that has been accomplished yet.

Additionally, Ms. Houck asked if there are any plans to prevent motorists from turning left onto 61st Avenue from Mississippi Street. She stated that there is a sign that clearly states, "No Left Turn," but motorists continue to blatantly ignore it because there is a gap in the median, which allows them to turn left onto 61st Avenue. She noted that this is likely within Merrillville's boundaries, but asked if a collaborative effort is being made to address this safety concern. Mayor Snedecor suggested that the City could work with Merrillville to install traffic pylons to prevent left turns at this location. Mr. Dammarell indicated that this portion of Mississippi Street is within Merrillville limits, but this intersection is actually INDOT's jurisdiction. He said this issue has previously been discussed with INDOT. He indicated that the completed environmental document process required the construction limits to be defined, which was limited to the City of Hobart boundaries and did not include the intersection in question. He said INDOT is in the process of making revisions to the interchange at 61st Avenue and I-65, in which they included language in the RFP regarding access management challenges in this area. Mr. Dammarell said BF&S recently suggested that NIPSCO review the current contract with their interchange project

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engineer to consider ways to improve the access management in the area. He reiterated that this intersection is outside the City of Hobart's jurisdiction, but INDOT is fully aware of the issue. Ms. Houck said it is reassuring to know that others have identified the same issue at this intersection.

Ms. Houck asked if there has been any progress in regards to possibly lowering the wall in the center of the 61st Avenue and Wisconsin Street roundabout. Mr. Dammarell stated that BF&S has not yet provided the contract for all the aspects discussed in the internal meeting regarding landscape and hardscape options for the roundabouts. He said he was planning to discuss the timing of that with Ms. Jacobson. He indicated that the contract would include improvements to previous phases as well as future projects. He stated that there have not been any more detailed discussions in regards to lowering the wall at the Wisconsin Street roundabout. Mr. Schultz noted that lowering the wall is an important consideration because the sight distance when approaching this roundabout is an issue. Mr. Dammarell indicated that sight distance is a major component of the formal INDOT plan review. He said there has been some debate on whether or not drivers want to see traffic approaching from across the roundabout. He said at one point in the past, BF&S checked the sight distance at this roundabout due to complaints and determined that it meets all the requirements. Ms. Houck said she can appreciate that the roundabout meets requirements and the experts say it works on paper, but motorists are saying otherwise and their concerns need to be taken into consideration. She noted that there are a lot of fender bender accidents at that intersection. Ms. Langille asked if the motorists are indicating that they cannot see the through leg as they are going westbound on 61st Avenue. Ms. Houck stated that drivers do not see oncoming traffic quick enough when approaching the roundabout going westbound on 61st Avenue. She said oncoming cars are almost in a blind spot and it is difficult to determine which route they are taking. She stated that the timing is wrong for driver reaction, and she does not believe any study can determine human reaction time because everyone's peripheral vision is different. She indicated that she regularly drives through roundabouts in other communities in which she can clearly see the approaching cars and does not have any issues with sight distance. Ms. Jacobson asked Ms. Houck if she thinks it is the height of the center wall or the circumference of the wall that is an issue. Ms. Houck said she believes it is the height of the wall because it is so high that motorists cannot see oncoming traffic. Mr. Schultz said he does not think this roundabout allows for fluid movement of vehicles because motorists basically have to slow to a stop to be able to see oncoming traffic. Mr. Dammarell said he thinks that some motorists who were used to the configuration of this intersection prior the roundabout being built are still treating it the same way as before and taking the east and west bound lanes without yield like they are supposed to. Ms. Houck noted that there are motorists that had never been through that intersection prior to the roundabout who are identifying a sight line issue. Ms. Plesac said she believes the circumference of the roundabout itself is too small, and suggested the possibility of decreasing the diameter of the center wall. Ms. Jacobson said she drove through this intersection several times from all access points to gain better insight, and from her perspective, she believes the circumference of the brick wall is more of an issue that the height. Ms. Houck stated that she believes that lowering the wall would solve the sight line issue and allow motorists to see oncoming traffic sooner. Ms. Plesac said she thinks making the circumference smaller would widen the sight lines. Mr. Claussen agreed, but said it would be more cost effective to lower the wall as opposed to redesigning and rebuilding it. Ms. Houck suggested that if the wall was to be reconstructed with a smaller circumference, it could be built with the

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prefabricated modular blocks that Ms. Nix proposed for the Marcella Avenue roundabout. Mr. Dammarell noted that the appearance of the modulars walls that Ms. Nix discussed will mimic the limestone, so it will have a cohesive look with the other roundabouts in the corridor. Ms. Plesac noted the expense associated with the limestone blocks and asked if they could be reused elsewhere within the City. Mr. Dammarell stated that the limestone blocks are the property of the RDC, and he supported the idea of repurposing them if they were to be replaced. He suggested approaching the solution in phases by first lowering the wall to see if that resolves the sight line issue before tearing it out and replacing it. Ms. Houck asked if the wall could be capped with the modular blocks rather than limestone caps if it is lowered. Mr. Dammarell said he would need to do some research to see if that is possible and what that would look like. Mr. Claussen asked if the existing cap could be reinstalled once the sections of block are removed. Mr. Dammarell explained that wall is tapered, so the cap would not fit as intended if it were reinstalled.

Regarding the **Refuse Enclosure Task Order – BF&S**, Ms. Jacobson stated that Mr. Dammarell has prepared a task order for BF&S to design a new refuse enclosure to replace an existing wooden enclosure behind JRT Tower (formerly Krull Tower). The new enclosure would be shared by the apartment residents at JRT Tower as well as the future restaurant at 200 Main Street. She noted that the dumpster used by the former Villa del Sol restaurant was positioned in the grass near the lakefront walking path, which was not desirable. She indicated that upon approval of this task order, BF&S will design the new refuse enclosure such that it will have a consistent look with the other enclosures along the lakefront. Additionally, the footprint will be expanded to accommodate two dumpsters. Ms. Jacobson said staff previously thought the property line ran down the center of the existing enclosure; however, Engineering Assistant Debbie Scurlock discovered that there was an error with the placement of that line on the Lake County GIS website. The existing enclosure is actually located entirely on the Parks Department property, so there it is no need to acquire any property. However, Attorney Cook will be asked to prepare an agreement with both property owners for use of the enclosure. Ms. Houck asked what the actual construction cost is anticipated to be. Mr. Dammarell said the construction cost will likely be over \$100,000 due to inflation and the lack of available contractors. He explained that the project involves asphalt and foundation work that would be needed. Ms. Houck recalled that the City has invested a lot of money over the years to reconstruct various components of these enclosures due to damage. She said if the RDC spends \$100,000 to construct this new enclosure, her expectations will be much higher. Mr. Dammarell said if his recollection is correct, the cost to build the enclosure behind Cagney's was around \$64,000 over ten years ago. He indicated that the gates have incurred the most damage over the years, so the intent is to find a more durable solution. Ms. Houck noted that the installation of concrete bollards is important to consider in order to protect the gates and structure from being hit and damaged by the front-load refuse removal trucks. Mr. Dammarell said there will certainly be some bollards installed on the inside the structure so the dumpsters cannot be pushed into the back of the enclosure wall. He stated that there will be several components incorporated in the design to help mitigate any damage. He noted that damage can still occur with lack of care. Ms. Houck suggested installing cameras aimed at the enclosure to deter damage caused by carelessness and criminal activity. A motion was made by Ms. Broadway to approve the Refuse Enclosure Task Order from with BF&S in the amount of \$14,900.00; seconded by Ms. Plesac. All ayes; motion carried. (5-0)

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The next item of business was the **Request for Façade Grant Extension – 524 E. 3rd Street, Wendy Race**. Ms. Hostetler stated that the only outstanding work is painting around the door frames so that it is in compliance with the Certificate of Appropriateness (COA) approved by the Historic Preservation Commission (HPC). She said Ms. Race has indicated that she has made multiple attempts to have the contractor complete the work so the reimbursement process can begin. She noted that the total grant amount of \$6,012.50 was encumbered at the end of last year to allow this work to be completed in the spring. The grant extension request is for 60 days from today’s date, which should be sufficient time for the contractor to complete the work. Ms. Houck suggested extending the grant until the end of this year when the encumbered funds will expire. A motion was made by Mr. Claussen to extend the façade grant for 524 E. 3rd Street until December 31, 2022; seconded by Ms. Broadway. All ayes; motion carried. (5-0)

Ms. Jacobson reviewed the invoices on the **Register of Claims**. A motion was made by Ms. Plesac to approve the register of claims in the amount of \$8,840.00; seconded by Mr. Kelly. All ayes; motion carried. (5-0)

<u>Invoice Date</u>	<u>Invoice Number</u>	<u>Claimant</u>	<u>Amount</u>
7/26/2022	BTMA14984	Baker Tilly	\$3,600.00
6/30/2022	16340M-2	Eichhorn & Eichhorn	\$2,620.00
6/30/2022	16341M-2	Eichhorn & Eichhorn	\$100.00
6/30/2022	16342M-1	Eichhorn & Eichhorn	\$460.00
6/30/2022	16343M-2	Eichhorn & Eichhorn	\$1,120.00
6/30/2022	16345M-2	Eichhorn & Eichhorn	\$940.00
Total:			\$8,840.00

Regarding the **Approval of 2020 Bond Register of Claims**, Requisition No. 35 includes two payments to BF&S: Invoice 97094 in the amount of \$1,804.17 for inspection services related to the 69th Avenue project, and invoice 97262 in the amount of \$6,135.00 for engineering related to the Colorado Street widening which ties into the Local Trax project; and three payments to Eichhorn & Eichhorn: Invoice 16533M-1 in the amount of \$140.00 for legal services related to the 69th Avenue project, invoice 16534M-1 in the amount of \$340.00 for legal services related to the 61st Avenue & Marcella Boulevard project, and invoice 16346M-2 in the amount of \$440.00 for legal services related to the Local Trax project. A motion was made by Ms. Plesac to approve Requisition No. 35 in the amount of \$8,859.17; seconded by Ms. Broadway. All ayes; motion carried. (5-0)

The next item of business was the **Approval of Economic Development Revenue Bond, Series 2022 Register of Claims**. Ms. Jacobson stated that this is the 82nd Avenue construction fund for the Albanese bond. The requisition includes a payment to Eichhorn & Eichhorn (Invoice 16344M-2) in the amount of \$1,360.00 for legal services and a reimbursement to the Board of Works in the amount of \$10,398.30 for payment to NIES Engineering for engineering work. Ms. Jacobson explained that the Board of Works will pay the NIES Engineering invoice upon approval at its August 17th meeting. Upon approval of the RDC, the requisition will not be submitted to the trustee until the Board of Works approves the payment of the invoice. Ms.

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Hostetler noted that this will be Requisition No. 2 since the bond trustee determined that the FedEx invoice that was previously identified as Requisition No. 1 should instead be considered a bond issuance cost. So, the previously approved Requisition No. 2 was changed to Requisition No. 1. A motion was made by Ms. Plesac to approve Requisition No. 2 in the amount of \$11,758.30; seconded by Mr. Kelly. All ayes; motion carried. (5-0)

Staff Report – Ms. Jacobson reported that \$16,162.85 was received from the federal government as interest credit related to the 2010 Recovery Zone bond.

Ms. Jacobson reported that all eight 2-foot by 4-foot replacement tree grates for downtown have been received, and the four broken ones have been replaced. The remaining four grates will be stored as backups to replace any that are damaged in the future.

Ms. Jacobson said she spoke with Mr. Audiss regarding the landscape work that he was to have installed as per an agreement with the RDC and the Board of Works. She said he indicated that he still intends to do the landscape work. He recently had a driveway installed in which there were some contractor delays that pushed the landscape project back. She stated that Mr. Audiss indicated that Hubinger intends to honor the original quote, but she will request an email stating this intent. She said she will follow up with him to update the agreement. Mr. Kelly asked if Mr. Audiss mentioned when he plans to have the landscape work done. Ms. Jacobson said he indicated that he would like to have it installed this fall.

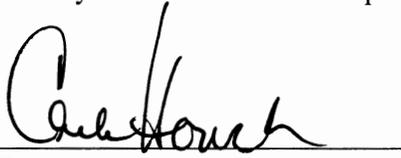
Ms. Jacobson called attention to a community meeting notice that was included in the meeting packet. The purpose of this meeting is to gauge interest in a potential ChicaGo Dash bus stop in Hobart. She explained that the City was approached by Valpo Transit a while back, at which time they indicated that there were ChicaGo Dash riders from Hobart who were interested in adding a stop in Hobart to commute to Chicago. Valpo Transit recently held a similar public meeting in Valparaiso, but did not receive any input from Hobart residents. However, they received several emails from Valparaiso riders in opposition to adding a Hobart stop. Ms. Jacobson said Valpo Transit agreed to a second meeting, which is scheduled at 6:00 p.m. on Monday, August 22nd at the Hobart Community Center. She asked the RDC members to encourage anyone they know who would like a commuter service from Hobart to Chicago to attend this meeting. She welcomed the Commission to post the informational flyer on social media. She noted that it has been posted on the City's website and social media pages and has also been sent to the City Council members and the Hobart Chamber of Commerce to share on their social media pages in order to get the word out. She said she does not want this opportunity to pass by if there is indeed interest in a Hobart bus stop. Ms. Plesac asked where the potential stop would be located. Ms. Jacobson said the proposed location is at the Jubilee Worship Center on SR 51, which is along the existing route to Chicago. Ms. Plesac asked if the church has agreed to a stop on their property. Ms. Jacobson indicated that she has been working with the pastor, who has been very cooperative and willing to allow the use of the church property for this purpose. She said the location is a good fit because there is a sizeable parking lot, and the stops would not interfere with any church services or activities.

Adjournment - The meeting was adjourned at 9:41 a.m.

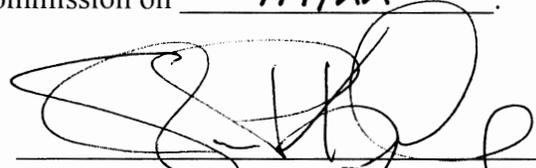
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Minutes were prepared by Dawn Hostetler, Clerical Assistant to the Director of Development.

Minutes approved by the Hobart Redevelopment Commission on 9/19/22.



Carla Houck, President



Attest: **SHAWN KELLY, VICE-PRESIDENT**