

**LA PORTE COUNTY REDEVELOPMENT COMMISSION MEETING MINUTES  
DECEMBER 10, 2025**

The La Porte County Redevelopment Commission meeting was held on Wednesday, December 10, 2025, at 4:00 P.M. (CDT) in the Assembly Room #3 of the La Porte County Government Complex, 809 State Street, La Porte, IN 46350.

**CALL TO ORDER**

Meeting called to order by President Koronka at 4:00 P.M.

**PLEDGE OF ALLEGIANCE**

Pledge of Allegiance was recited.

**ROLL CALL**

Adam Koronka – Present  
 John Carr – Absent  
 Scott Cooley – Present  
 Tom Fath – Present  
 Mark Parkman – Present  
 Connie Gramarossa– Present  
 Brett Kessler – Absent  
 Jennifer Farlie, La Porte Community Schools Ex-Officio – Present

Others Present: Attorney Guy DiMartino, RDC Attorney; Matt Reardon, MCR Partners; and Mary Jane Thomas, MjThomas & Associates; Mitch Bishop, County Planner

**APPROVAL OF THE AGENDA**

Tom Fath motioned to approve the agenda as presented. Mark Parkman seconded the motion. The motion carried unanimously.

**PUBLIC COMMENT**

None

**APPROVAL OF MINUTES**

Tom Fath motioned to approve November 12, 2025, meeting minutes as presented. Scott Cooley seconded the motion. The motion carried unanimously.

**TREASURER’S REPORT**

421/I-94 #1 - \$430,468  
 421/I-94 #2 - \$0  
 KIDC - \$136,313  
 39 North - \$11,592

Mark Parkman motioned to approve the treasurer’s report. Tom Fath seconded the motion. The motion carried unanimously.

**CLAIMS**

<u>TIF</u>	<u>VENDOR NAME</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>	<u>TOTALS</u>
KIDC	MCR Partners	December '25 Professional Services	\$1,000.00	
	Cender Dalton	Financial Advisory Services Inv#12133	\$145.42	
<b>Subtotal</b>				<b>\$1,145.42</b>

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<b>US 421 #1</b>	MCR Partners	December '25 Professional Services	\$4,000.00	
	NIPSCO	November '25 – Dec '25 Acct#523-929-001-7 electrical service	\$125.84	
	NIPSCO	November '25 – Dec '25 Acct#942-829-003-0 electrical service	\$40.65	
	NIPSCO	Electrical Service Acct#547-969-006-0	\$155.10	
	NIPSCO	November '25 – Dec '25 Electrical Service Acct#385-779-004-0	\$73.40	
	Cender Dalton	Financial Advisory Services Inv#12133	\$145.42	
	RQAW	Sanitary Sewer Design Consulting, Transfer of Ownership Assistance	\$6,550.00	
<b>Subtotal</b>				<b>\$11,090.41</b>
<b>39N</b>	MCR Partners	December '25 Professional Services	\$1,000.00	
	Guy S, DiMartino, P.C.	November '25 Legal Services	\$1,500.00	
	Herald – Dispatch	Legal Publications Claims	\$25.30	
	Cender Dalton	Financial Advisory Services Inv#12133	\$145.41	
<b>Subtotal</b>				<b>\$2,670.71</b>
<b>TOTAL OF REGULAR CLAIMS</b>				<b>\$14,866.65</b>

President Koronka read the claims as presented for payment for the Kingsbury Industrial Park (KIDC) TIF area from the Claim Docket. Scott Cooley motioned to approve the Kingsbury Industrial Park (KIDC) TIF area claims in the amount of \$1,145.42. Connie Gramarossa seconded the motion. The motion carried unanimously.

President Koronka read the claims as presented for payment for the US 421 #1 TIF area from the Claim Docket. Tom Fath motioned to approve the US 421 #1 TIF area claims in the amount of \$11,090.41. Mark Parkman seconded the motion. The motion carried unanimously.

President Koronka read the claims as presented for payment for the 39 North TIF area from the Claim Docket. Tom Fath motioned to approve the 39 North TIF area claims in the amount of \$2,670.71. Connie Gramarossa seconded the motion. The motion carried unanimously.

**OLD BUSINESS**

**1. 421/I94 TIF Project Update – Matt Reardon; MCR Partners**

Matt Reardon reported that an ingress-egress easement for access to the lift station is under review by the City of Michigan City. There is no cost to the county for the easement. President Koronka asked for a timeline for the resolution. Attorney DiMartino responded the first quarter of 2026. Mitch Bishop (County Planner) stated a modification to the as-built drawings and a construction permit from IDEM are the final outstanding items for the project.

**2. Kingsbury Industrial Park (KIP) Update – Matt Reardon; MCR Partners**

Matt Reardon announced JBC Rail has started the repayment process for KIP rail cars and rail switcher activity related to the investment made by the county.

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Mr. Reardon reported there is ongoing activity regarding data centers. At this time, no known contact has been made to any government entity related to data center. Our directive to anybody who calls regarding this is to contact the power company related to the cost to allow for the required power needed for the project. Landowners in the area are conducting their own negotiations independently. While they occasionally reach out for advice, the county does not take part in these dealings. When contacted, the typical advice provided is for landowners to engage legal counsel to ensure their interests are properly represented throughout the process.

Mr. Reardon reported after consultation with the former surveyor, an easement document exists concerning all the public roads in KIP and it was suggested that filing this easement could resolve outstanding issues. The plan is to collaborate further and proceed with filing, recognizing that these roads have been used continuously as thoroughfares for more than 20 years. With growing interest in KIP, it has become clear that public safety vehicles require reliable access, not only for residents and farmers, but for broader community needs as well. One significant challenge is the diversity of landownership. It is not straightforward to require all owners to upgrade their properties to meet county specifications. The preferred approach, if owners are unwilling to make upgrades, is to work with the county to transfer property ownership. Some property owners, such as Kingsbury Utility Corporation, have expressed willingness to cooperate, but this sentiment is not universal among all stakeholders. Efforts continue to ensure that all roads in question become officially recognized public ways. Accessibility and public safety remain central considerations, alongside the marketability of land in KIP. If a major project is proposed in the future, it will be necessary to establish formal public access in a manner acceptable to the county highway department and to transfer the relevant deeds accordingly. While adverse possession has been raised in discussions—given the public’s long-standing use of these roadways—formal action is required to secure state support or include the roads in official inventories. This could involve legal proceedings, such as seeking a court declaration or other formal measures. Although the cost and complexity of condemning individual parcels is prohibitive, recording an easement that recognizes these as public ways and awaiting any contestation may prove the most practical solution. Another issue is the ability to generate revenue, which needs further coordination with the county. Discussions with the county highway department have highlighted the annual cost of maintaining these roads, which is \$83,000 per year. The guiding principle is to ensure fairness and equality in all actions taken regarding KIP’s public ways.

**3. 39 N Update – Matt Reardon; MCR Partners**

Matt Reardon reported Carlton Bishop (Center for Economic Development, Planning and Governmental Affairs) has been collaborating with Fastenal on matters related to annexation in the 39 North area. The City of LaPorte has annexed the 39 North Conservancy, and Fastenal, which is situated roughly halfway between Highway 20 and US-90, is planning an expansion. Efforts are underway to work cooperatively with LaPorte City water and sewer services to support this growth. Other projects are also being considered in the area, such as a potential housing development by Lennar Homes of Indiana, which is progressing as expected.

The mobile home park located at the intersection of Highway 20 and 39 has presented challenges. The court’s resolution achieved was the best possible outcome for most parties, though it was not ideal in all respects. The state’s position is that the site should cease to operate as a mobile home park, rather than investing state funds to connect it to water and sewer services. Carlton Bishop

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and the team are continuing to assess the situation, working with JPR on a proposal to determine the costs and potential value of connecting the land and interchange to water and sewer infrastructure. If the city of LaPorte is willing to partner in these efforts, it would be a welcome development. The presence of unauthorized occupants remains an issue for the owner of the mobile home park to address, and local authorities do not intend to become involved in that aspect. However, for the area to develop in a planned and organized manner, establishing water and sewer connections is viewed as the best course of action. Partnering with the city is considered the most viable option, as LaPorte County is not in a financial position to participate significantly in the absence of a specific project. The City of LaPorte is currently leading these efforts, which is appreciated by all involved.

**4. 35/I-94 TIF Update – Matt Reardon; MCR Partners**

Matt Reardon reported discussions are ongoing between Cobblestone Hotel and the City of Michigan City regarding the most efficient way to extend water and sewer services to the proposed site. However, a significant investment would be required to bring these utilities to the site, and questions remain about whether the projected costs—potentially in the millions of dollars—can be justified for a single, stand-alone project. The reason behind LaPorte County Redevelopment Commission's creation of this area was to build enough critical mass; without sufficient development, it would be difficult to justify or finance such infrastructure investments. While there is no discouragement of current efforts, the understanding is that only with ongoing and expanded development will there be enough momentum to support the extension of utilities. The parties involved are continuing their efforts towards this goal.

**5. Consideration of KIP Rail Switcher Agreement – Guy DiMartino**

Attorney DiMartino clarified consideration is not of the Rail Switcher agreement, but rather an amendment to the existing Build Operate Transfer (BOT) agreement. Specifically, the amendment revised the definition of the operating period. Previously, the operating period was set to conclude at the end of the current year. This adjustment ensures that the operating period aligns with the switching agreement, resulting in both agreements coming due simultaneously. This alignment is necessary, as it would not be feasible to have the BOT without JBC Rail or the switcher function, and vice versa. The intention was to establish an operational business park serviced by two Class 1 rail carriers. The county invested \$525,000 in the construction of the rail extension in which JBC agreed to facilitate the repayment of the investment by sharing the switcher railcar revenue with the county. As part of this process, payments have commenced to return funds to the county.

Kim McDonald, owner of JBC Rail, provided an update on the process, confirming that the alignment of agreements with CSX was crucial for repayment. She noted a payment of approximately \$51,000 was made recently, covering less than a year of switching services for JBC Rail. The project is also approaching a key milestone: becoming a Class 3 railroad. Once this occurs, switching services will commence for CN at the other end of the line, further increasing potential revenue. The arrangement will enable CSX and CN to act as multi-switchers, with JBC Rail serving as the intermediary. All of these developments are expected to bring additional funds to the county. Kim emphasized that, despite the challenges and the lengthy process, the extension of the operating period is important to enable full repayment of the county's \$525,000 investment for the CSX switch. The commitment to this arrangement remains strong, and business prospects are positive. In response to questions about reporting, Ms. McDonald confirmed that reporting will

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occur at least quarterly, ensuring the county remains informed about costs and expected repayments. Mark Parkman motioned to approve an amendment to the existing Build Operate Transfer (BOT) agreement extending the term of the agreement to August 2028. Connie Gramarossa seconded the motion. The motion carried unanimously.

**NEW BUSINESS**

**1. Consideration of 2026 TIF Spending Plan – Cender/Dalton**

Karl Cender explained in accordance with requirements set by the Indiana General Assembly, all redevelopment commissions must approve a spending plan prior to the start of each year. He noted the plan is designed to be flexible, enabling adjustments during the year in response to emerging needs or the receipt of new revenue sources. Amendments to the plan can be made as necessary, but it is essential to have an approved framework in place at the start of the year. Preparation of the proposed spending plan involved collaboration with Matt Reardon. The team reviewed both the previous year's spending and the current year's plan, considered the Commission's future objectives, and assessed expected tax increment revenue for 2026. The proposed spending plan is outlined by each of the four (4) TIF allocation areas. The total proposed spending plan for 2026 amounts to \$781,577. Tom Fath motioned to approve the 2026 Spending Plan as presented. Scott Cooley seconded the motion. The motion carried unanimously.

**2. Consideration of MCR Partners 2026 Proposal**

Scott Cooley motioned to approve MCR Partners 2026 Proposal. Mark Parkman seconded the motion. The motion carried unanimously.

**3. Consideration of Guy DiMartino legal services contract**

Tom Fath motioned to approve Guy DiMartino's 2026 legal services contract. Mark Parkman seconded the motion. The motion carried unanimously.

**4. Consideration of Cender/Dalton Financial Consultant Annual Services Agreement**

Connie Gramarossa motioned to approve the 2026 Cender/Dalton Financial Consultant Annual Services Agreement. Tom Fath seconded the motion. The motion carried unanimously.

**5. Consideration of 2026 Meeting Schedule**

Connie Gramarossa motioned to adopt the 2026 Meeting Schedule as presented. Scott Cooley seconded the motion. The motion carried unanimously.

**OTHER BUSINESS**

Matt Reardon expressed sincere gratitude for the confidence the LaPorte County Redevelopment Commission has placed in his team. He appreciated the guidance provided by Guy Martino and the ongoing efforts of Mary Jane Thomas in keeping our projects progressing steadily. Their leadership and commitment are instrumental in maintaining momentum and ensuring successful outcomes. Mitch Bishop's support has been invaluable whenever we have needed assistance. The same can be said for Carlton Bishop, whose input is equally essential.

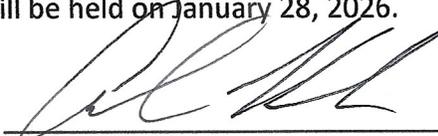
On behalf of the MCR team, we extend our heartfelt thanks to everyone involved. We wish you all a Merry Christmas and a Happy New Year.

JBC Rail owner Kim McDonald thanked Matt Reardon for his hard work in LaPorte County. She added Matt works very hard to make sure everybody is treated fairly.

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**ADJOURNMENT**

Scott Cooley motioned to adjourn the meeting at 4:31 p.m. Connie Gramarossa seconded the motion. The motion carried unanimously. The next meeting will be held on January 28, 2026.

  
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Adam Koronka, President

Attest:   
\_\_\_\_\_  
Tom Fath, Secretary  
