

Little Calumet River Basin Development Commission

8149 Kennedy Avenue Highland, Indiana 46322 (219) 923-1118

Sandy

JOHN DEMEO, Chairman
Governor's Appointment

DOYLE-NIEMEYER, Vice-Chairman
Governor's Appointment

ARLENE COLVIN, Treasurer
Mayor of Gary's
Appointment

CLYDE BAUGHARD, Secretary
Governor's Appointment

CHARLES AGNEW
Governor's Appointment

GEORGE CARLSON
Mayor of Hammond's
Appointment

WILLIAM CRITSER
Governor's Appointment

JERRY PAGAC
Dept. of Natural Resources'
Appointment

DAVID SPRINGMAN
Governor's Appointment

JACK SWIKE
Lake County Commissioners'
Appointment

WILLIAM TANKE
Porter County Commissioners'
Appointment

DAN GARDNER
Executive Director

MEETING NOTICE

THERE WILL BE A MEETING OF THE
LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION
AT 6:30 P.M. THURSDAY, FEBRUARY 2, 1989
AT THE OFFICE OF THE REGIONAL PLANNING COMMISSION
8149 KENNEDY AVENUE
HIGHLAND, INDIANA

A G E N D A

Pages

1. Call to Order by Chairman John DeMeo
2. Recognition of Visitors, Guests
3. Approval of minutes of January 5, 1989 meeting *CB/AC* 1-4
4. Reports of Standing Committees

A. Finance/Policy Committee -
Arlene Colvin, Chairperson

- Financial status report *AC/CB*
- Approval of claims for January "
- Report on Finance/Policy Committee meeting held
1/30 - Recommendation of Treasurer
- Other issues

5
6-8

B. Legislative Committee - George Carlson,
Chairman

- Briefing of Senator Dan Coats on 1/11
- Report on Ways and Means hearing in Indpls.
on 1/31 in support of \$3 million budget request
- Washington contacts with Congressional members/
Sec. of Army Office prior to Feb. 17 decision
- Other issues

8

C. Land Acquisition/Management Committee -
Charles Agnew, Chairman

- Committee meeting at 5:30 p.m.
- Appraisals, offers, acquisitions, recommended actions
- Other issues

D. Interim Flood Control/Planning Committee - Clyde
Baughard, Chairman

- Report of projects progress

E. Breakwaters/Marina Committee - Bill Tanke,
Chairman

- Committee meeting at 6:00 p.m. - Recommendations
- Report on Indpls. meeting on 1/13 with Ice, Miller,
Donadio & Ryan and Indiana State Bond Bank
- Other issues

5. Other Business

6. Statements to Board from the floor

7. Set date for next meeting, adjournment

MINUTES OF THE LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION
HELD AT 6:00 P.M. THURSDAY, JANUARY 5, 1989
AT THE STRONGBOW INN RESTAURANT, VALPARAISO, IN

Chairman John DeMeo called the meeting to order at 6:30 p.m. There were ten (10) Commissioners present. Guests were recognized and quorum was declared.

Development Commissioners:

William Critser
George Carlson
Charles Agnew
Jack Swike
Arlene Colvin
Doyle Niemeyer
Jerry Pagac
John DeMeo
David Springman
William Tanke

Visitors:

Richard Bundy-Salmon Unltd.
Elizabeth Smith - Munster
Mrs. Swike
Helen Carlson
Shirley DeMeo
Linda Niemeyer
Joyce Agnew
Jeanne Critser
Phyllis Springman
Barb Tanke
Mary Lynn Casale
Mike Mordus

Staff:

Dan Gardner
Lou Casale
Sandy Mordus

A motion was made by Bill Tanke to approve the minutes of the December 1st meeting; seconded by George Carlson; motion passed unanimously.

Nominating Report was given by Bill Tanke, serving as the Chairman for the committee. Mr. Tanke presented the slate of officers for 1989. He made a motion that the present 1988 officers be retained for another year term; motion seconded by Chuck Agnew. There were no other nominations. Mr. Tanke made a motion that an unanimous ballot be cast for:

John DeMeo - Chairman
Doyle Niemeyer - Vice Chairman
Arlene Colvin - Treasurer
Clyde Baughard - Secretary

Motion seconded by George Carlson; motion unanimous.

Finance/Policy Committee - Treasurer Arlene Colvin presented the financial report for November as well as the claims. Ms. Colvin made a motion to approve the claims as presented; seconded by Jerry Pagac; motion passed unanimously.

Ms. Colvin stated that the Finance/Policy committee met on December 9th. Items of discussion included whether monies should be pulled from the First Federal Savings and Loan and put into a bank instead and current interest rates in banks in Porter and Lake counties. Staff and committee members are investigating rates to ensure maximum return on monies; another committee meeting will be scheduled before the February regular meeting date.

Ms. Colvin referred to the 1989 Operating Budget contained in the agenda packet. She made a motion to adopt the budget as presented; seconded by Doyle Niemeyer; motion passed unanimously.

Dan Gardner stated that the budget request for \$3 million was sent to the Budget Agency. Although the budget recommendation for the Development Commission was 0, he stated that we should not be too concerned at this time. Because of the transition period with the new Governor coming in, budget recommendations for projects were kept at a minimum. Frank Sullivan is the new person who is replacing Ken Kobe as Budget Director. Budget hearing for the House Ways and Means Committee will avail us the opportunity to seek inclusion of our \$3 million request.

Mr. Gardner further stated that he will be contacting the Budget Agency in regards to allocating the remaining \$1.5 million to the Development Commission for draw down of funding.

Land Acquisition/Management Committee - Committee Chairman Chuck Agnew Made a motion authorizing staff to send an option for purchase for the appraisal price of \$7,900 for DC214 (Hutchinson property); seconded by George Carlson; motion passed unanimously.

Mr. Agnew referred to the three pages contained in the agenda packet entitled "1988 Land Acquisition & Property Management" report. The report lists all 1988 property closings, properties in negotiations, special acquisitions, parties that were held contracts, farm leases and commercial leases.

Attorney Casale reported on the court case against Maurice Curran. He stated that the judgement against Curran is in the amount of back rent and attorney fees. They agreed to court order to remove everything from property within 60 days. He will keep Commission informed.

LCRBDC Minutes
January 5, 1989
Page 3

Lou Casale also stated he is pursuing the issue of back lease monies owed to the Commission from Warren Greer.

The attorney has contacted an appraiser to appraise the Erie R.R. bridge at Indianapolis Blvd. After appraisal price is established, attorney must send an Uniform Acquisition Notice prior to filing condemnation proceedings.

Mr. Gardner distributed a Year End Legislative/Project Report for 1988 (attached hereto as ATTACH. A and made part of these minutes). He explained the three recommended priority activities for the Development Commission for 1989. He noted that the three priority issues were (1) continue all efforts in insure the implementation of 3A plan, (2) seek strong and active support of the project with the Bayh administration and (3) identify and pursue critical path that will yield a marina development project.

Mr. Gardner stated that he and Lou Casale will meet with Ice, Miller, Donadio & Ryan legal firm and the Indiana State Bond Bank to discuss avenues of revenue bonding. It was suggested that the mayor of Portage (or his designee) be invited to attend. Dan stated that he, Bill Tanke, Lou Casale, Barb Waxman met with J. B. Smith of the Hammond Port Authority to discuss issues of financing. Mr. Tanke added that the major task of working with NIPSCO still needs to be undertaken also.

It was stated that the two proposals received on marina development did not meet all criteria but options are still being considered.

Richard Bundy, Salmon Unlimited, stated he attended the recent Lake Michigan Marina Development Commission and expressed his views on the meeting topics.

The next meeting was scheduled for Thursday, February 2, 1989.

There being no further business, the meeting was adjourned.

/sjm

RECOMMENDED 1989 PRIORITY ACTIVITIES

- Continue all efforts to insure the Secretary of Army will support the 3A (full levee protection) plan. This decision will enable full Federal funding to be supported by the Administration and will trigger a succession of positive actions.
 - Local Cooperation Agreement signing
 - Project construction scheduling
 - Commitment of remaining needed items
 - remaining needed project lands & easements
 - utility relocations committed
 - bridge reconstructions committed
 - 5% cash contribution toward construction
- Seek strong and active support of Bayh Administration of project and needed remaining State commitments.
 - Administration briefing of project
 - Budget priority for continued State funding (estimated to be \$8 to \$9.5 million) (\$3 million requested this biennium)
 - New agency heads support for needed State commitments
 - Budget Agency support
 - D.N.R. support
 - Dept. of Highways bridge projects
- Identify and pursue critical path that will yield a viable marina development project to meet Commission obligation to Federal Government (Corps of Engineers)
 - Resolve NIPSCO issue
 - Devise plan to remove excess sand
 - Contract for detailed design and financial analysis to produce viable project
 - Explore revenue bonding and other public/private options to finance initial construction
 - Continue to work with city of Portage to achieve compatible project

MERCANTILE NATIONAL BANK

JANUARY 1, 1988 - DECEMBER 31, 1988

CASH POSITION - JANUARY 1, 1988

Checking Account	
Land Acquisition	\$ 43,505.08
General Fund	38,699.96
Tax Fund	1,707.50
Investments	<u>868,500.00</u>

\$952,412.54

RECEIPTS: January 1, 1988 - December 31, 1988

Lease Rents	\$ 29,879.79
Interest	65,393.62
Land Acquisition	343,767.10
Marina Prospectus	255.00
Taxes	<u>2,054.29</u>

TOTAL RECEIPTS:

\$441,349.80

DISBURSEMENTS: January 1, 1988 - December 31, 1988

1987 Expenses paid in 1988	\$ 22,874.98
Per Diem	5,108.00
Legal Service	3,777.96
NIRPC	53,107.66
Taxes	2,829.08
Travel & Mileage	3,246.47
Printing & Advertising	542.66
Bonds & Insurance	6,147.95
Emergency Maintenance Cost	1,385.57
Meeting Expense	924.12
L/A Legal Services	23,417.00
L/A Professional Services	
(a) Appraisal Services	950.00
(b) Surveying Services	4,071.00
(d) Land Purchase Contractural	21,265.86
(e) Operational Contractural	30,094.94
L/A Land Purchase Cost	243,031.61
L/A Land Capital Improvements	15,598.00
L/A Burns Waterway	2,500.00
L/A Structure Cap. Improvements	850.00
L/A Insurance	<u>15,661.73</u>

TOTAL DISBURSEMENTS:

\$457,384.59

CASH POSITION - DECEMBER 31, 1988

Checking Account	
Land Acquisition	\$ 17,248.62
General Fund	21,502.53
Tax Fund	1,126.60
Investments	<u>896,500.00</u>

\$936,377.75



**NORTHWESTERN INDIANA
REGIONAL
PLANNING COMMISSION**

8149 Kennedy Ave
Highland, Indiana 46322

219-923-1060
312-731-2646

DATE: January 20, 1989

ORGANIZATION: LITTLE CALUMET RIVER BASIN
DEVELOPMENT COMMISSION

CONTRACT NO: P1.01

CONTRACT CODE: 952

PROJECT: FOR SERVICES PERFORMED DURING DECEMBER 1988

INVOICE NO: P1.01.12

I N V O I C E

Project Salaries (Dan gardner) @ 75% of 50% of time	\$ 1,312.91
Porject Salaries (Sandy Mordus) @ 75%	1,147.50
Associated OH Charges @ 35% of Project Salaries	361.14
Staff Mileage/Expenses	65.94
Room Rental	-0-
Accounting Service	150.00
Graphics/Printing Time @ \$15/hr. (Attachments)	7.50
Telephone : Local Service	60.00
Telephone: Billable Charges (Attachments)(11/28-1/2)	87.83
Postage	59.25
Copying Charges @ \$.07 per Copy	94.92
Material Costs (Attachments)	3.78
Other Costs (Attachments)(Misc Supply)	<u>2.08</u>

TOTAL DECEMBER 1988 COSTS \$ 3,852.85

OUTSTANDING PAYMENT DUE -0-

TOTAL PAYMENT DUE \$ 3,852.85

Robert B. Stouffer

14803 GERRY PLACE, CROWN POINT, INDIANA 46307

January 5, 1989

TO: Dan Gardner, Executive Director
Little Calumet River Basin
Development Commission
8149 Kennedy Avenue
Highland, Indiana 46322

Please accept this statement as billing to the Development Commission for payment of \$16.00 per hour as per contract for work performed as Land Acquisition/Management Agent for the Little Calumet River Basin Development Commission.

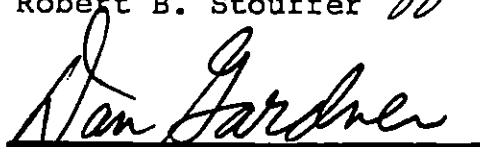
December 13	-	7 hours	-	\$112
December 14	-	7 hours	-	\$112
December 15	-	7 hours	-	\$112
December 16	-	7 hours	-	\$112
December 21	-	7 hours	-	\$112
December 22	-	7 hours	-	\$112
December 23	-	5 hours	-	\$ 80
December 27	-	7 hours	-	\$112
December 28	-	7 hours	-	\$112
December 29	-	7 hours	-	\$112
December 30	-	5 hours	-	\$112
January 3	-	7 hours	-	\$112
January 4	-	7 hours	-	\$112
January 5	-	7 hours	-	\$112

Total hours . . .94 hours

Total payment due \$1504


Robert B. Stouffer

APPROVED:


Dan Gardner
Executive Director
Little Calumet River Basin
Development Commission

Robert B. Stouffer

14803 GERRY PLACE, CROWN POINT, INDIANA 46307

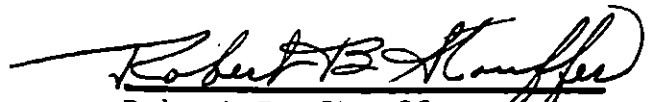
January 5, 1989

TO: Dan Gardner, Executive Director
Little Calumet River Basin
Development Commission
8149 Kennedy Avenue
Highland, Indiana 46322


Please accept this statement as billing to the Development Commission for reimbursement of mileage at \$.25 per mile as per contract for travel incurred for work performed as Land Acquisition/Management Agent for the Little Calumet River Basin Development Commission. Mileage vouchers enclosed.

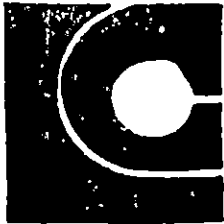
December 2 - December 30, 1988:

Total miles 131 @ \$.25 = \$32.75


Robert B. Stouffer

APPROVED:


Dan Gardner
Executive Director
Little Calumet River Basin
Development Commission



Little Calumet River Basin Development Commission

8149 Kennedy Avenue Highland, Indiana 46322 (219) 923-1118

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Dept. of Natural Resources' Appointment

DAVID SPRINGMAN
Governor's Appointment

JACK SWIKE
Lake County Commissioners' Appointment

WILLIAM TANKE
Porter County Commissioners' Appointment

DAN GARDNER
Executive Director

January 24, 1989

Mr. Sammie Maletta
Mayor of Portage
City Hall
6070 Central Avenue
Portage, IN 46368

Dear Mayor Maletta:

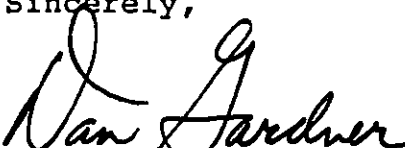
I am writing you to verify certain facts concerning the GTE North telephone line relocation project along Crisman Road in Portage, IN.

The need for the phone line relocation to facilitate marina development on an 18 acre parcel of property bordering the Portage Burns Waterway has been understood and informally discussed by the Development Commission for some four years. However, no firm cost estimates, meaningful discussions, or commitments for funding the relocation were realized until the meeting you conveyed in your office May 6, 1988. At that meeting, the first agreed to cost sharing proposal of: 1/3 cost to be borne by the Little Calumet River Basin Development Commission, 1/3 cost to be borne by GTE North, and 1/3 cost to be borne by the city of Portage through Lake Michigan Marina Commission funding was formalized. Subsequent letters of agreement from GTE North and adoption of the proposal by the Development Commission board ratified this agreement.

We viewed your leadership to coordinate and convene the meeting as control to finally reaching a formal agreement, with construction scheduled for later this year.

We have enjoyed excellent cooperation from your office and the current administration and look forward to working with you in the future to bring marina development to Portage.

Sincerely,


Dan Gardner
Executive Director

Marina plan gets okay from plan commission

By Courtney Van Lopik

A plan that would create a watery highway for up to 1,400 boats has been approved by the Portage Plan Commission, despite objections by the president of Ogden Dunes town board and by two marina owners.

The ambitious scheme would affect about one mile of waterway, stretching up to the confluence of Burns Ditch and the Little Calumet River, and slightly upstream on both streams. Somewhat less than one square mile of property would be developed.

Designed by Teska Associates, the multi-million dollar project would be funded by land-owners and developers. There are no clear commitments on it yet, and proponents say it can be revised.

Areas affected would include 100 acres off Boat Club Road recently purchased by Jo Lasser's Insites Realty, Lefty's Marina, some Midwest Steel property, part of the National Lakeshore, the Little Cal Marina site, the Marquette Yacht Club, Isaac Walton, Doyne's Marina, Midwest Supervisor's Club and residential areas east and west of Route 249, south of the confluence of Burns Waterway and the Little Calumet.

The plan would include dredging the waterways but probably wouldn't involve widening them. Condominiums and a resort are also suggested.

Mike Doyne noted in objecting to the plan the rezoning shows no docks into the waterway. Currently, he operates 60 slips into the

water, has no way of digging a basin on his property. The plan would virtually put him out of business, he complained.

The planner said from the design concept no slips into the waterway would be best but repeated the plan is "not set in stone."

Frank Stimson, Ogden Dunes Town Board president and boat owner for 20 years, asked where all the traffic will go once it gets to the lake. He observed the Ogden Dunes beach cannot absorb 1,400 boaters with the National Lakeshore and other communities restricting their beaches to "no boats."

He commented Ogden Dunes is the community which will be most impacted. He noted

See — MARINA — page 9

Marina

From page 1

if the Midwest property currently used for hazardous wastes gets reclassified "clean" it will become National Lakeshore Park if Midwest sells.

The planner indicated perhaps Midwest will want to develop a sailboat marina, stores and office research center plus public beach for Portage.

Stimson also objected to moving the South Shore Railroad stop from its current location to the blinker light at Lefty's. He commented security is better at its present location due to the proximity to the Ogden Dunes police station. Several car theft attempts have been thwarted by the Ogden Dunes police. Portage doesn't have the manpower to patrol the area as intensively. He indicated he wants to work with Portage on a compatible plan.

Pete Zakutansky, who owns South Shore Marina, said "The concept doesn't add up."

Presently, there are 750 to 900 boats with 300 plus dry stack facilities planned by the Little Cal Marina, 500 by Lefty, 150 to 200 off

river in Issac Walton's 20 acres, 500 more in the 100 acre which the plan shows as a golf course.

"We're oversaturated before your planning began. How about the existing owners who have been paying taxes? We're not getting the breaks," Zack said.

Doyne also asked if the Bethlehem Steel industrial property is considered "best use as industrial?" The planner indicated soil conditions not conducive.

The next step is for the plan to come before the Portage City Council. It doesn't suggest "who or how" but suggests what physically can be done which will give property owners the most for their money.

Today, the city's expectation for the area is industrial development.

According to Portage Plan Director Janet Barkowski, "Now we should take steps to plan how the area can be used before industry comes in." She indicated creation of a marina district would only provide guidelines, allowing compatible development.



Don Ewen of Gary, a volunteer worker, cuts up a tree Thursday to clear a path for a backhoe to continue the cleaning of a Black Oak storm ditch. Photo by Dave Bortman

Work on Black Oak ditches fulfills a campaign promise

By Norman Parish

Staff writer

GARY — Gary City Engineer Roland P. Elvambuena sighed and shook his head as a Black Oak couple showed him their storm ditch Thursday afternoon.

Four natural gas pipes were just above water in the eroding ditch.

"They should be under the ditch," Elvambuena said. "This could explode if a car went off the road." The engineer said he would contact the utility company about the erosion problem.

Since Black Oak was annexed in 1973, the city neglected work on the area's ditches until last October, Elvambuena said.

One of Mayor Thomas V. Barnes' campaign promises was to provide more services to Black Oak, which has about 10,000 residents. Many of them charged former Mayor Richard G. Hatcher with ignoring the area.

The city, assisted by the Lake County surveyor and public works offices, is working to clean up storm ditches in Black Oak. Before the annexation, the county provided upkeep on the ditches, Elvambuena said.

The two county offices will provide equipment and surveyors, he said.

It will take two years to get ditches along Fairbanks, Colfax, Stevenson and Burr streets functional.

The cost for the project is about \$100,000, Elvambuena said.

"We get many calls during a heavy rain," Elvambuena said. "Sometimes the water floods up into houses."

Thursday morning, a ditch along the 2900 block of Burr Street was opened by clearing small trees and weeds. Work began on it in October; wet winter weather stalled com-



Dale Niemetz operates a backhoe Thursday to clean a ditch near 29th Avenue and Fairbanks Street.

pletion, Elvambuena said.

That afternoon, Niemetz Trucking and Trenching in Gary, hired by the city to clean that ditch, moved on to clear another ditch from 29th Avenue to the Borman Expressway.

See Black Oak, Page B4

Black Oak

... from Page B1

Elvambuena said the ditch needed to be opened because it prevented water from draining from Fairbanks to a conduit that leads to the Little Calumet River.

"This is something that really needed to be done," Black Oak resident Don Ewen said.

Ewen volunteered to assist Niemetz Trucking because he said work was "long overdue on the project."

Elvambuena said every resident hasn't been as cooperative as Ewen.

He said a resident stopped the city from laying 14 conduits on the 2500 block of Fairbanks last month.

The resident feared that after the work was completed, his driveway wouldn't be returned to normal use, Elvambuena said.



Elvambuena

Area projects shunned in new state budget, but backers still have hope

By Nancy J. Winkley

Staff writer

INDIANAPOLIS — The new two-year state budget proposed to the governor includes grist for partisan wrangling but nothing — yet, anyway — for some pet projects in Northwest Indiana.

The commission that oversees plans for marina development in five Northwest Indiana cities asked the State Budget Committee to recommend spending \$20 million for the 1989-90 biennium for lakefront development.

The commission that oversees improvements to the Little Calumet River asked for \$3 million.

The Indiana Port Commission, which oversees the Port of Indiana/Burns International Harbor, asked for \$13.3 million.

The bipartisan budget committee, now with a Democratic edge, recommended no spending for any of the three.

New State Budget Director Frank Sullivan said that implies a bias against such spending.

But he added, "It is early in the legislative process."

The arduous task of developing a multibillion dollar state budget begins with requests to the budget committee, which then makes a recommendation to the governor.

That phase didn't end this time around until after a good deal of partisan arguing and finger pointing.

The compromise came the day Democrat Evan Bayh became governor two weeks ago.

The governor passes on the proposed budget to the General Assembly, which traditionally labors over it until the very end of the session.

Numerous committee hearings

are conducted on budget matters in the House and Senate, during which programs can be added and deleted.

It remains to be seen how Northwest Indiana's marinas, rivers and port fare during the session.

Bayh said throughout his campaign and again during his State of the State address last week, that his top priority this year is frugality in state government.

"It will be necessary for each project to be subject to more intense scrutiny than it was the last session," said Sullivan, an Indianapolis lawyer whom Bayh appointed to head the State Budget Agency.

State Rep. Patrick Kiely, the Republican chairman of the House Ways and Means Committee, this week issued to the House GOP caucus a six-page critique of Bayh's State of the State address.

It includes mention of 26 programs the committee's budget — which Bayh hailed in last week's address — doesn't, according to Kiely, adequately address.

The three projects in Northwest Indiana are among them.

Kiely also sits on the State Budget Committee, and was involved in the GOP budget proposal weeks ago that was issued before the eventual compromise.

The GOP version also didn't include money for the marinas, Little Calumet or the port.

But representatives of those projects still are hopeful.

"I was assured that we shouldn't feel we've been singled out," said Barbara Waxman, executive director of the Lake Michigan Marina Development Commission.

Waxman said she will have a chance to make her case to the House Ways and Means Committee next week and noted that, in previous budget processes, marina funding was added at the committee stage.

The marina commission was created in 1985, when it got \$1.3 million. It got \$4 million in the current state budget, passed in 1987.

"I am optimistic that when the Ways and Means Committee reports out the budget it will contain an appropriation for the commission," she said.

Dan Gardner, executive director of the Little Calumet River Basin Development Commission, also will appeal to the Ways and Means Committee next week.

He said the river project was begun at the federal level and was initiated in large part by then U.S. Sen. Birch Bayh, the current governor's father, who lost his Senate seat in 1980.

State money for the project — \$12.4 million of which has been approved since 1975 — has been used to prepare the river for an overhaul to be conducted by the federal government, Gardner said.

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ATTENDANCE ROSTER

Name of meeting: **LCRBDC**

Date: **2-2-89**

	NAME (please print)	Organization and/or Address	
1	Elinor + Don Ewen	Farm 2250 W 35TH AVE Gary	1
2	Richard J. Brunely	Salmon Unlimited of Ind	2
3	HAROLD MAULGETR	3379 CALHOUN ST GARY IN 46406	3
4	Dickey J. Austin	5119 W. 26TH Ave. Gary, Ind. 46406	4
5	STEPHEN DAVIS	IND. DNR	5
6	Pete Zak	South Shore Marine Postage	6
7	Mary Jane Zak	" " " "	7
8	Robert Beisen	Post Tribune	8
9	Terry McCloskey	ISAAC WALTERS	9
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31			31

Chairman:

Location:

8

INTERIM FLOOD CONTROL COMMITTEE REPORT

Harrison Street Bridge - Bridge construction complete

Northcote Bridge - Reconstruction underway

Chase St. culverts - Frank DeRisi, Lake County Highway Dept. has had his crew clean out culverts. Moving toward culvert construction.

River sediment removal from Indpls to Kennedy - \$50,000 for calendar year 1988 of Lake County Drainage funds was awarded to L. Wolff. Work will commence pending good weather.

Penn Central R.R. culverts - Project to construct additional flow culverts is proceeding.

Ten Ech Engineering on contract to Little Calumet River Basin Commission.

Preliminary design completed.

Corps of Engineers permit received.

IDNR permit scheduled for consideration at their March meeting.

Project will seek funding once railroad concurrence is obtained. Estimated to be total project cost \$150 - \$175,000. (\$25,000 coming Lake County Drainage Board for low flow control structure to be constructed prior to culvert reconstruction.

LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION

F O R F E B R U A R Y M E E T I N G
M O N T H L Y B U D G E T R E P O R T

BUDGET CODE	BUDGET CATEGORY	BUDGET AMOUNT	AMOUNT PAID PREVIOUSLY	UNPAID BALANCE	AMOUNT READY FOR PAYMENT	PROJECTED BALANCE
119	PER DIEM EXPENSES	16000.00	0.00	16000.00	0.00	16000.00
311	LEGAL SERVICES	7500.00	0.00	7500.00	343.33	7156.67
312	NIRPC SERVICES	94000.00	0.00	94000.00	0.00	94000.00
323	TRAVEL MILEAGE	6000.00	0.00	6000.00	0.00	6000.00
331	PRINTING ADVERTISING	2500.00	0.00	2500.00	0.00	2500.00
341	BONDS INSURANCE	7500.00	0.00	7500.00	0.00	7500.00
361	EMERGENCY MAINTENANCE COSTS	3500.00	0.00	3500.00	0.00	3500.00
399	MEETING EXPENSES	3000.00	0.00	3000.00	821.12	2178.88
411	LEGAL SERVICES	50000.00	0.00	50000.00	1512.00	48488.00
412	PROFESSIONAL SERVICES	100000.00	1570.00	98430.00	14643.64	83786.36
413	LAND PURCHASE COSTS	3607916.00	1082.14	3606833.86	0.00	3606833.86
414	LAND CAPITAL IMPROVEMENTS	150000.00	0.00	150000.00	90.00	149910.00
415	BURNS WATERWAY BREAKWATER	0.00	0.00	0.00	0.00	0.00
416	STRUCTURES CAPITAL IMPROVEMENT	40000.00	0.00	40000.00	0.00	40000.00
417	PROPERTY/STRUCTURES INSURANCE	25000.00	0.00	25000.00	0.00	25000.00
		4112916.00	2652.14	4110263.86	17410.09	4092853.77

C L A I M S R E A D Y F O R P A Y M E N T

BUDGET CODE	VENDOR NAME	AMOUNT	EXPLANATION OF CLAIM
311	LOUIS M. CASALE	283.33	ATTORNEY RETAINER FEE JANUARY 1989
311	LOUIS M. CASALE	60.00	GENERAL & MISCELLANEOUS LEGAL FEES JAN. 1989
399	COUNTRY LOUNGE	60.00	FINANCE MEETING EXPENSE INCURRED 12/9/88
399	STRONGBOW INN	761.12	ANNUAL DINNER MEETING EXPENSE INCURRED 1/5/89
411	LOUIS M. CASALE	1512.00	LAND ACQUISITION LEGAL SERVICES JANUARY 1989
412	IN DEPT. NAT. RESOURCES	13800.00	COST INCURRED RE: MAINTENANCE OF GAGING STATIONS
412	NIPSCO	30.64	UTILITY BILL RE: PUMP OPERATION 12/15/88 - 1/16/89
412	CHICAGO TITLE INSURANCE	557.00	TITLE WORK INCURRED ON DC 197-199
412	CHICAGO TITLE INSURANCE	256.00	TITLE WORK INCURRED ON DC 67
414	STATE BUILDING COM.	90.00	PERMIT APPLICATION FEE RE: LAKE ETTA CONSTRUCTION
		17410.09	

Marina projects seek state funding

By THOMAS INKLEY
Times Staff Writer

INDIANAPOLIS — The House Ways and Means Committee heard requests for more than \$23 million in state money for Northwest Indiana's marina projects and flood control for the Little Calumet River.

No action was taken. The committee routinely hears budget request and takes action later in the session on the requests.

A total of \$20 million is being requested for the marina projects in Hammond, East Chicago, Gary, Portage and Michigan City.

Another \$150,000 is being sought to cover operating costs of the Lake Michigan Marina Development Commission.

The Little Calumet River Basin Development Commission also asked the committee for \$3 million for a portion of the flood control-recreation project not covered by federal funds.

Hammond Mayor Thomas McDermott said the marinas can't be built without state help.

Each of the five communities is seeking \$4 million each to fund different phases of their marina projects.

McDermott said Hammond needs \$2.1 million just to cover a shortfall of funds for the proposed 1,178 slip Lake Michigan marina scheduled to be operational in the spring of 1990.

Jack Spratt, representing East Chicago, said the \$4 million would be used to make further improvements to East Chicago's already completed 275 slip marina.

Gary Mayor Thomas Barnes

said Gary is just turning the corner to get its marina project going after only being considered for the last 12 years. Gary's marina is to be constructed on 300 acres of land now owned by USX Corp.

Portage Mayor Sammie Maletta said their \$4 million would be used to provide roadways, water and sewer lines, a new rail line to Midwest Steel and other improvements to its existing 1,000 acre marina area.

Michigan City Mayor Robert Behler said they money would be used to provide additional boat slips and relocation of a boat launching ramp to provide additional parking for cars and trailers.

The money requests from the state in all five communities only covers a portion of the estimated costs of the projects.

The \$3 million request for the Little Calumet River project would be used to purchase land, reconstruct bridges and culverts, and relocate utilities.

Dan Gardner, executive director of the Basin Commission, said construction of the flood control project is expected to start next year.

Arlene Colvin, the commission's treasurer, said the completion of the \$80 million flood control project would spur economic development in the area along the Borman Expressway in Gary, and protect homes in the Black Oak area and the state's investments in the expressway and Indiana University Northwest.

Barnes said the project was just another example of cooperation between communities in Northwest Indiana.

Bayh: Amount of marina aid is question mark

By Nancy J. Winkley

Staff writer

INDIANAPOLIS — Gov. Evan Bayh told Northwest Indiana mayors Tuesday he supports their marina projects, but he is uncertain about their request for \$20 million in state aid.

Representatives from the five Northwest Indiana cities with marinas under way or being planned met with Bayh after asking the House Ways and Means Committee to include \$4 million for each of their projects in the new two-year state budget.

The mayors of Gary, Hammond, East Chicago, Portage and Michigan City are on the Lake Michigan Marina Development Commission, begun in 1985.

"I think he has a sympathetic ear for us," said Portage Mayor Sammie L. Maletta after the closed-door meeting with the governor.

Bayh said later, "I think there's no question that it is a good investment."

But he added, "I think the taxpayers know that often we can't have everything we might want."

Bayh noted that in 1987, the marina commission asked the state for \$16 million and got \$4 million, and that a similar scenario this year isn't unrealistic.

The commission also is seeking \$150,000 for its operating budget.

Also Tuesday, representatives of the Little Calumet River Basin Development Commission asked the Ways and Means members for \$3 million to continue improvements to the river.

The marina and Little Calumet projects were left off the budget recommended to the legislature by the State Budget Committee earlier this month.

But the legislature is considering numerous changes to that recommendation and is likely to debate over the budget through the

Marina aid

... from Page B1

entire session, which lasts through April.

Dan Gardner, executive director of the Little Calumet commission, said the money he requested would help finish preparations for a \$46 million federal construction project on the river to begin next year.

Gardner said after meeting with the Ways and Means Committee and later with Bayh that he understands budget constraints exist.

Bayh has vowed that frugality in state government is his top legislative priority.

"Yes, it is a new day of austerity," Gardner said. "But we're at the brink of federal contracts and a break in continuity would be a disaster."

The state has given the Little Calumet commission \$12.4 million to date, and Gardner said the project will need state aid for several more years.

"I feel that the administration people were very receptive," Gardner said.

Hammond Mayor Thomas M. McDermott told the Ways and Means Committee that continued state aid is vital to the five marina projects, which are at different stages of development.

And McDermott said the commission has never been so unified.

"For the first time in Northwest Indiana, I think we all speak from one voice," McDermott said.

While it is too early to say how much state money, if any, the legislature will approve for Northwest Indiana marinas, Rep. Earl Harris, D-East Chicago, said some will be forthcoming.

"I think that these projects are going to continue in some form," said Harris, a member of the Ways and Means Committee. "Whether we're going to be dealing with \$20 million or a lesser figure is hard to say."

State Rep. Patrick Bauer, D-South Bend, who is chairman of the State Budget Committee and co-chairman of the House Ways and Means Committee, acknowledged the state's "tight financial picture."

But he said of the marina request, "There is hope. They're not dead."

Bauer and Bayh both suggested that some of the revenue from an expected new state lottery could go toward the marinas.

In his State of the State address, Bayh said he would like revenue from a state lottery to go to a Build Indiana Fund and be used for capital projects.

Many other ideas are being tossed around for using lottery revenue, however.

Budget process needs a facelift

There's an axiom that says there are two things hard for people to stomach. One is the making of sausage; the other is the making of laws. Neither presents a very appealing picture during the process that leads to the final product.

Although voters put a crimp in Republican control of the Indiana General Assembly in November, the ugly process of formulating the state budget for the next two years continues unabated.

Requests totaling \$36.3 million to be divided between Little Calumet River basin development, lakeshore marinas in five Northwest Indiana communities and expansion of the Port of Indiana in Burns Harbor are not contained in the budget proposed by the State Budget Committee.

That doesn't mean the money, or at least part of it, won't be forthcoming by the time the assembly adjourns. It just means that Northwest Indiana legislators will have to do some soul searching at the end of the session. The state has already spent \$27 million on the Little Calumet project over the past 13 years and \$5.3 million on marinas in the past two years. It is not logical to expect the legislature to drop the projects after spending so much money.

So why aren't the projects financed in the proposed budget?

Not including such projects in the initial budget proposal is an old trick. It is designed, as are other of the assembly's arm-twisting tactics, to ensure that members stay in line when votes are needed for leadership priorities. A legislator worried about whether a local project will be financed is more likely to comply with the dictates of leaders who control the purse strings than if the legislator is assured all along that the money will be appropriated.

The practice frequently pits one area of the state against another, much to the detriment of the process. Although trading votes is prohibited by the Indiana Constitution, it's done every day. The practice should stop. Projects should be financed according to whether they are good public policy. Hoosiers deserve government that goes about its business in a deliberative manner, not one that is subject to deal making. If Gov. Evan Bayh is serious about a new kind of politics in Indiana, the budget process would be a good place to start.

LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION
STANDING COMMITTEES FOR 1989

☒

BREAKWATERS/MARINA COMMITTEE
(Called as needed - possibly three to
four times per year)

☐

LEGISLATIVE COMMITTEE
(Called as needed - once or twice per year)

☐

FINANCE/POLICY COMMITTEE
(Called as needed - usually twice a year)

☐

INTERIM FLOOD CONTROL/PLANNING COMMITTEE
(Chairman of this committee should attend
Basin Commission meetings, usually six
times per year)

☒

LAND ACQUISITION/MANAGEMENT
(Standard meeting time is one hour prior
to monthly meeting time - same date)

Please check off which committees you would like to
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Charles H. Agnew

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Bill CRITSER

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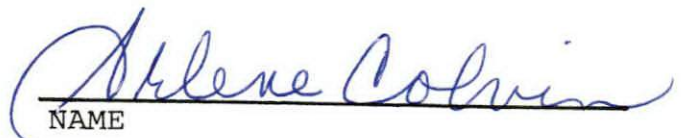
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